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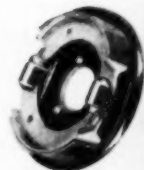
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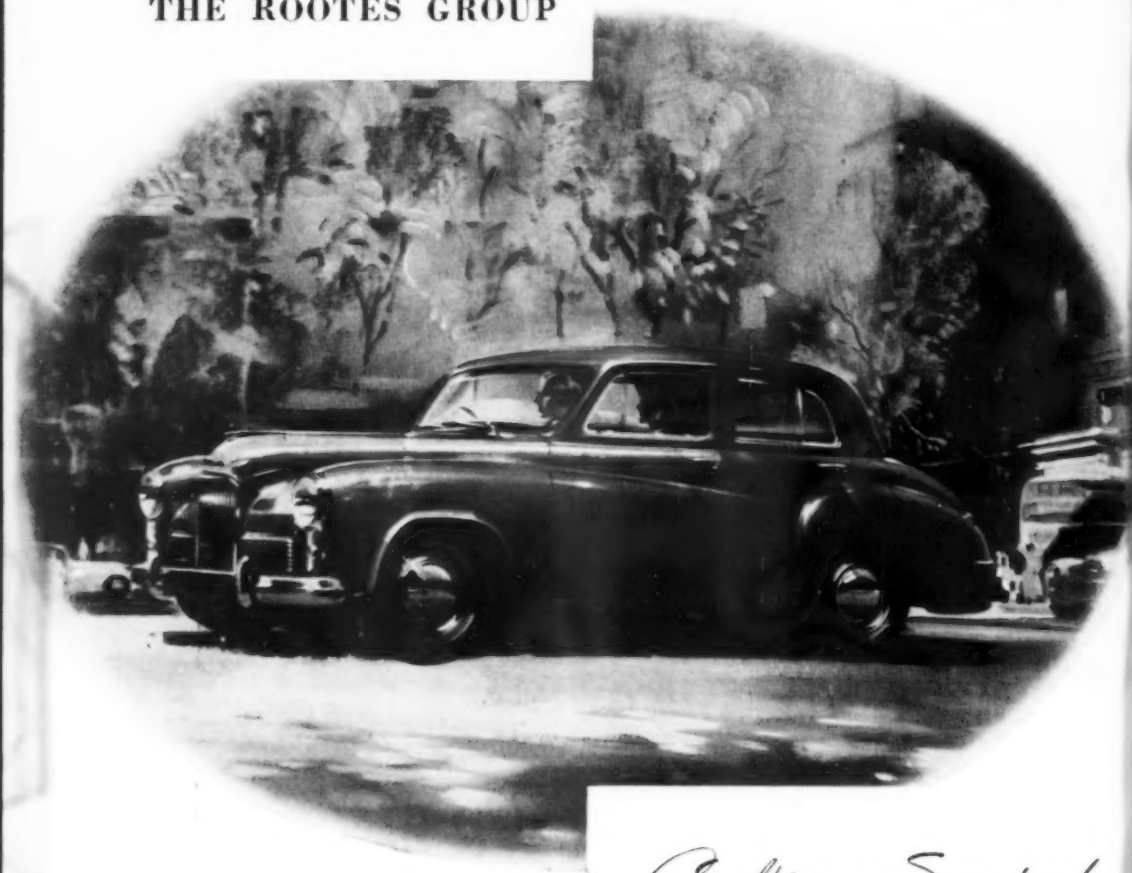
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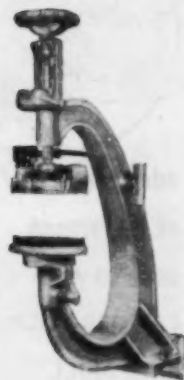
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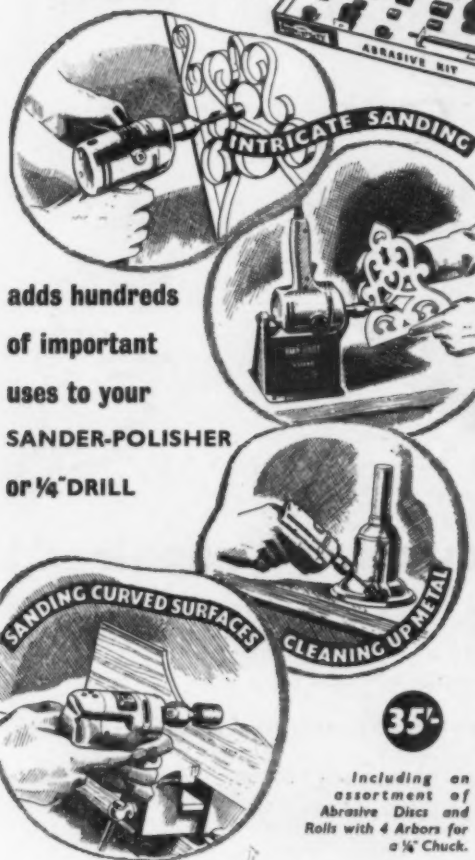
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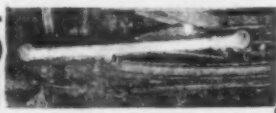
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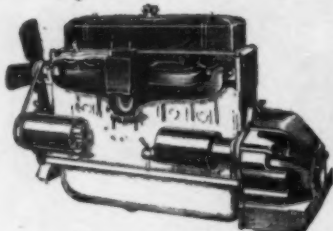
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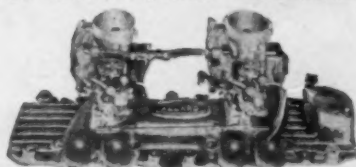
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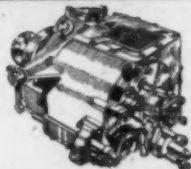
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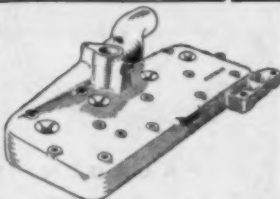
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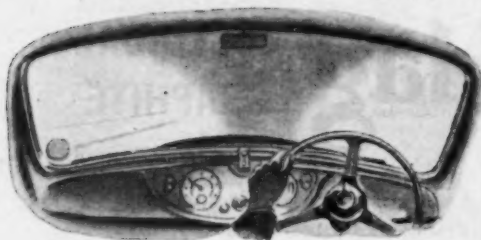
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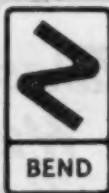
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Hints on Driving

SOME GENERAL HINTS

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This is to warn you →



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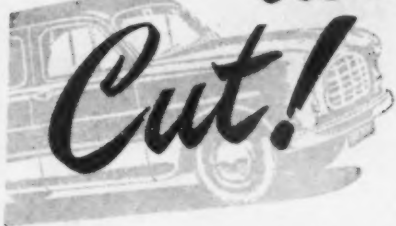


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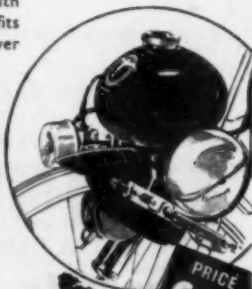
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can prosecute**

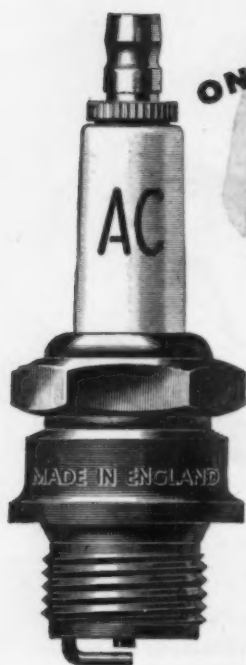
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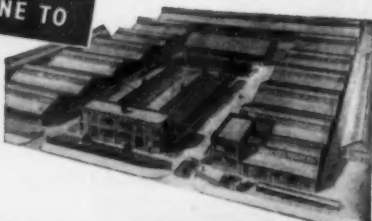
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The Autocar

FOUNDED 1895

No. 2938

FRIDAY, MARCH 21, 1952

Vol. XCVII

Cross Purposes

THE disapproval that only rarely needs to be expressed on this page must be voiced at the current conflict between car manufacturer and brake lining maker that has resulted in brake fade entering the motoring arena long before it need have done; the phenomenon is discussed on the following pages. The essence of the position can be stated quite briefly: It is in the interest of the car manufacturers to reduce brake drum and backplate sizes in order to save unsprung weight and, incidentally, material; brake drum manufacturers have encouraged them by approving the lower rubbing speeds involved. There is no doubt that the makers of frictional lining material can go a long way to maintain braking efficiency in spite of this, the possibility of brake fade remaining remote. But considerable caution needs to be exercised on all sides because this is an era of rising performance, in which brakes must come in for hard usage in the hands of all but the slowest drivers.

However, at the same time as these extra demands are being made, the car manufacturer is permitting the stylist to enshroud brakes in body panelling and disc wheels. As a result, friction-generated brake temperatures have risen about 100 per cent over pre-war values, and lining manufacturers, in particular, are coming in for criticism as a result. The rise in temperatures is not solely a result of the stylist's fancies, admittedly, but they are an unnecessary and yet a major contributory factor.

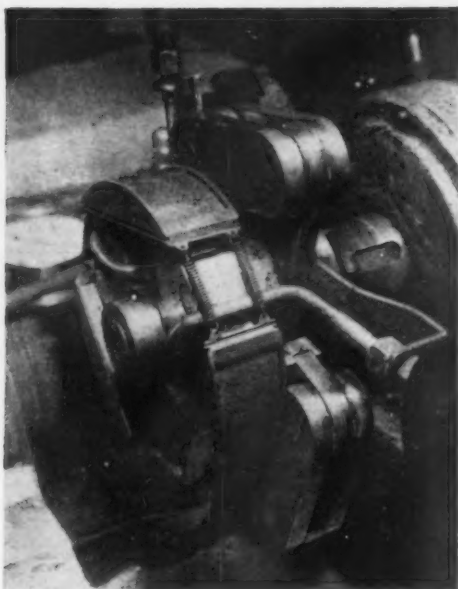
There is room here for common sense. It may be accepted that cars need "styling" in an age when the superficial is over-valued, but there are few customers who wish to sacrifice safety to natty fairings. And if the reduction in brake drum and backplate weight has been taken too far, the owner would prefer to restore the balance even at the cost of a little comfort and performance. Until recently—and currently, until they fade—brakes have been little short of wonderful, and all concerned may be warned that drivers are not prepared to sacrifice that long-standing efficiency.

State of Flux

ONCE more a sterling area financial crisis has thrown the export market for cars into confusion as Australia, New Zealand and South Africa impose import restrictions that affect British cars. In such a situation sympathy can be accorded to British manufacturers, to whom the Chancellor is obviously looking for still further efforts in other than soft-currency markets. It is going to be very difficult to maintain export quotas this year.

It is against this background that one statement in the S.M.M.T.'s comment on the Budget, recorded on page 352, needs to be reviewed: "Design of the higher-powered type of engine preferred in export markets," it says, "is therefore bound to be hampered, since the industry must look to the day when the requirements of the home market can be more substantially met." If this means that the industry is thinking in terms of, say, a litre for home and two elsewhere, well and good; but if the words "higher-powered" are taken to mean sizes of 3½ to 4 litres there is room for more clarity of thought.

Engines of such a size are preferred the world over by individuals who can afford them, but outside the U.S.A. the numbers of such owners are rapidly dwindling; and the process is bound to continue. Stripped of the complications of economics, the reason why so many countries have closed or half-closed their doors to British cars is because they can no longer afford to buy them, and it is the preference of their motorists for high power and the physical size that goes with it that has helped to bring them to that state. Consequently the time has come to concentrate on a car that other countries can afford to buy in appreciable numbers. Just what type of car that should be is difficult to say, and some hard thinking will be necessary from the industry in order to find out. But of one thing we are quite sure; outside the U.S.A. it is no longer the between-wars ideal of 3½-4-litre engines and 15-20 m.p.g.



Three-shoe brake lining test assembly. The linings move outwards against the drum at right-angles, in order to avoid self-wrapping action.

immediately acknowledged. It was Dr. R. C. Parker, head of the Research Department of Ferodo, Ltd., and his colleague Dr. R. L. Whitmore. They and their staff are much occupied with braking performance and problems out on the windy hills of Chapel-en-le-Frith, under the shadow of Derbyshire's Kinder Scout, and it was in the Ferodo test house, with its bedlam of machinery and smell of tortured friction linings, as well as in the contrasting quiet of the research laboratory, that the writer listened to the absorbing story—for it is absorbing.

What causes this sudden virtual disappearance of friction between lining and drum? It has become troublesome only since car performance increased and temperatures rose, and for some of the latter body stylists must bear responsibility because of their habit of shrouding brakes in metal body pressings. Whereas before the war Ferodo were concerned with car brake temperatures of about 250 deg C (482 deg F), they are now talking in terms of 450 deg C (842 deg F). Obviously, then, heat is fundamentally concerned in fade, although the relation between them is by no means clear.

It is salutary to recall how little is known about friction. "There is no general agreement on the basic mechanism of friction," says Dr. Parker in a recent Paper, and the engineering student's pathetic belief in the general validity of Amonton's Law ($F = \mu N$, where F =tangential force between two body faces, N =normal load and μ =coefficient of friction) is a comment on the paucity of early research, for the law holds in only limited conditions. The layman, in fact, particularly when he is at the wheel of his car, might do well to think of friction as a capricious jade, although one that he must have in his brake drums; this is an exaggeration, but it will make drivers err on the side of caution and restrain the confident belief that as much is known about friction as about direct current in a straight-forward electrical circuit, for instance.

Over-simplification has already proved a pitfall in this fade problem, too much having been read into a recent experiment with "baked" linings. There was nothing wrong with the experiment or the conclusions, but they

Harnessing the Jade

by Michael Brown

FRICION IS CAPRICIOUS, AS IS EVIDENCED

IT would be nice to start this discourse with the statement that the two contemporary braking problems of fade and squeal had been solved, but the authorities whose views on the subject are recounted would be the first to deny it. Fade is the more critical problem, owing to its influence on road safety; squeal is merely unpleasant. And whereas a book could be written on fade, two or three words will summarize the contemporary state of knowledge concerning squeal. But so that motorists shall learn a little about fade the two or three words will not be uttered for the moment. Figuratively, as well as literally, squeal can wait.

Brake fade is the sudden failure of linings to grip the drums, which sometimes follows repeated hard application of the brakes or other extreme use of the system; this is the essence of the phenomenon, and its air of simplicity is deceptive. All motorists know that brakes get hot, and it is common to hear the statement, "Brakes overheated and faded . . . we had to drop back," in sporting contexts. The listener jumps to the obvious conclusion, and I feel that it is a pity that a disembodied voice is not present to whisper: "Yes, but aircraft brakes glow with a red heat, and they don't fade."

Having thus introduced the right atmosphere of confusion it is time to get down to the fundamentals, and the source of the extremely interesting information on them must be

were of limited application, being restricted, indeed, to one of many aspects of fade. Moreover, there are many, many types of lining, each with its own fade characteristics. A copy of this journal could well be filled with discussion of those.

There must, however, be a root cause (or causes), and it is the discovery of this which is occupying the research department at Chapel-en-le-Frith. The fact that aircraft disc brake linings do not fade under red heat helps to focus attention beyond the actual friction material (one of the essential characteristics of the research worker is, in any case, his ability to maintain an open mind) and interesting work is being done on drums and shoes with a view to discovering more about their distortion under heat. Obviously, to take the simplest example, if expansion of drum and shoe under heat is different, their radii will become progressively dissimilar until a point could conceivably be reached where only the ends (or centre-points) of the linings made contact with the drums.

In this connection the phenomenon of heat spotting may be significant. Heat spots occur round the drum circumference and reach about 800 deg C (1,472 deg F), and Ferodo have developed a temperature measuring procedure with the aid of a lead sulphide cell and an oscillograph. This itself is a considerable achievement, for the high temperature is fleeting and must be measured virtually as it

occurs. The traces are fascinating (one is reproduced), for they show that the spots remain stationary although their temperatures may vary. Why do they occur, and what detrimental effects have they, if any? Ferodo are finding out.

Suspensions of their connection with fade tend to be confirmed by happenings elsewhere. Certain Continental car manufacturers using massive drums and back plates, sometimes bi-metallic, have no heat spotting, and it is well known that heavier sections in these components reduce distortion. Hence heat spotting may be a distortion-causing manifestation, as might reasonably be expected, but which none the less awaits proof.

The brake drum profilometer has revealed an interesting feature of distortion. Quite apart from bell-mouthing of the drum, it has shown that convexity or concavity can be expected in cross-section. Here we are getting towards points of minimum lining contact with the fade potentialities inherent in such distortion, but the Ferodo authorities would not at this stage postulate any positive link between the two. Scientists' pronouncements must



Dr. Parker, who is the director of the research division of Ferodo, Ltd., at Chapel-en-le-Frith.

BY BRAKES AND THEIR PROBLEMS

be the truth if their profession is not to be discredited, and the truth is not swiftly arrived at.

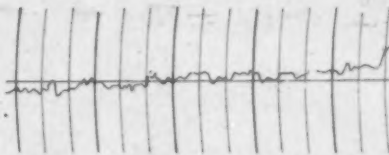
Perhaps there is a tendency in an article such as this unwittingly to give an impression that fade has caused a crisis in brake lining manufacture; this would be quite wrong. The ordinary motorist is unlikely to meet it except perhaps in the mountains—the racing driver does, has done for years, and is prepared for it. The search for the elusive causes proceeds at Chapel only as part of the general study of brake lining behaviour, for which Ferodo are, naturally, well equipped. The standard type of machine in the test house consists of electric motor, sectioned flywheel (enabling any number of sections to be rotated at the will of the operator), and three-shoe brake assembly, in which the shoes are applied perpendicularly to the drum tangents in order to eliminate self-servo action. The machines are constant-torque, so that the rate of energy dissipation, and hence the rate of evolution of heat, remain constant, the only variable being normal pressure.

Road conditions are ingeniously reproduced, right down to the normal cooling draught on the drum at any given speed, but Dr. Whitmore mentioned the difficulty of the research worker in deciding how far testing of a long-life material such as friction lining can be "telescoped" for laboratory purposes. However, all Ferodo testing is duplicated on road vehicles, some with special and complicated

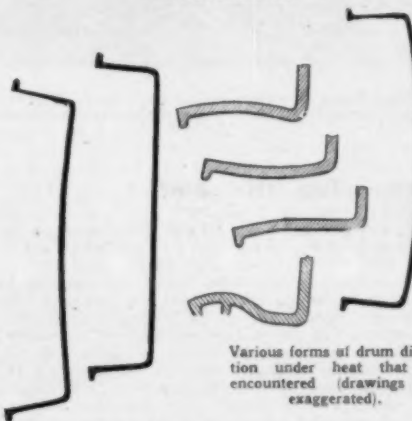
FADE SUSPECTS



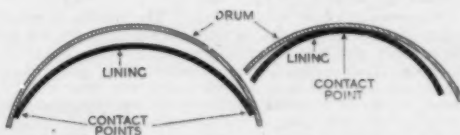
Typical oscillograph trace of heat-spotting within a brake drum. The peaks maintain their position in the drum although their temperature varies.



A profilometer trace that betrays bell-mouthing. The axis of the wear profile does not lie along the true horizontal.



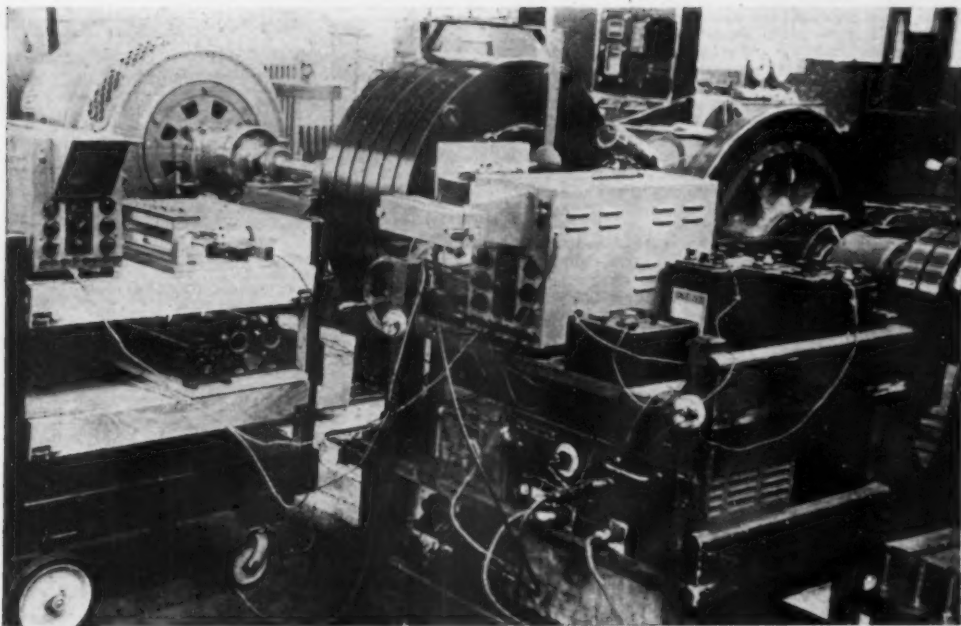
Various forms of drum distortion under heat that are encountered (drawings are exaggerated).



Exaggerated effect of differential expansion under heat between drum and shoe, resulting in either end-contact of the linings, or centre-contact only.

equipment like a fifth wheel electronic apparatus operating a four-pen stylus and recording distance, velocity, deceleration and pedal pressure.

Anyway, there in the test house the armature hums rose to a crescendo, the heavy flywheels spun and the brake application arms squeezed relentlessly; one test bed I watched was reproducing 60 m.p.h. in a normal saloon, then apply a deceleration of 50 per cent g (g is our old friend 32ft per sec per sec) with a lining temperature of



Experimental temperature measuring device developed at Ferodo. A lead sulphide cell "views" the surface under observation through a scanning disc and the response passes through two stages of amplification to a cathode ray oscillograph. In the background is one of the constant-torque test machines.

Harnessing the Jade

continued

290 deg C on normal lining stocks. There were six consecutive stops of this severity and then a fade test, and the results were methodically recorded by the operator.

Other machines tested belts, clutch segments, all the applications of friction materials, in fact, and once again the conviction came to me, as it has so many times in similar surroundings, that this is the most precious "know-how" that Britain possesses—the ability to devise rigs and multiply research findings to improve the product. This country *must* keep up with the leaders in these respects, and I would nurture research-type brains in childhood even if it meant that the rest of us left the primary school at twelve. It is better to eat and be ignorant than to be a master of arts and be hungry.

I digress, and must return to fade. The friction properties of lining materials are, as we have recorded, wayward, and in many instances fade will appear in early life and then the lining frictional properties will settle down and it will be non-existent. Obvious remedies such as further curing cannot always be used since this renders the linings brittle and then they are liable to crack on assembly and around the rivet holes.

Squeal

Oh, yes, squeal . . . The humour that my mention of this aroused at Ferodo should not be allowed to depreciate the earnest efforts that are being made to eliminate it, both in this country and in the U.S.A., so far without success. One Ferodo story concerns a gathering of chief engineers and the brake lining manufacturer who hoped to start something constructive going on the subject. Squeal? Not an engineer in the room had ever been troubled by it—oh no! Mortified, the brake lining man left early. As he entered his car he recalled that he was using an experimental lining

that possessed this rarely encountered source of embarrassment, so he braked furiously as he drove under the window . . . Alas, history does not record what the reactions were inside!

Dr. Parker told the story of an eminent professor who had made a lifelong study of vibration phenomena. "Frankly," he remarked, "I can't for the life of me see why every brake ever made *doesn't* squeal." (They probably did, affirmed the Ferodo director of research, but out of the audibility range of frequencies.)

Dr. Whitmore's reference to squeal was oblique. He was emphasizing to me the danger of too much theory and not enough practice in their work. "We produced," he said, "the theoretically perfect lining by means of our equipment and knowledge. It was consistent, it gave us a value of g that was near the maximum usable, it did not overheat and the wear was negligible. We put it in a car and it squealed like nobody's business."

There is a possibility that squeal may have to be accepted and silenced, as is the noise of the exhaust, but this would cost money. There is also the exciting possibility, in view of the braking difficulties that increased performance is introducing, that motoring is on the threshold of new and revolutionary developments in braking, but the Ferodo scientists would not enlarge.

We reverted to the answer to my first mention of squeal. Dr. Parker had looked at his watch. "It's time for lunch, and if we don't go now we shall miss our cocktail." We had actually dallied a little, but now we walked across to the lovely dining-room at Chapel-en-le-Frith where our cocktails still awaited us. As I drove over the Derbyshire hills on leaving (using my brake linings with every confidence) I could not help reflecting that to learn is always a pleasure; to learn at such hands and in such an environment as the Ferodo research department is a delight.

NEWS and VIEWS

Licence Quarter

READERS are reminded that quarterly licences expire on March 24, not March 31, and may be renewed now. Renewal forms (R.F.1A) are available from post offices.

1952 Economy Run

FOR the first time the route of the Mobilgas Economy Run will be kept secret this year until entries are placed in final impound. It will be held from April 14 to 16, and the distance of over 1,000 miles will be the greatest ever.

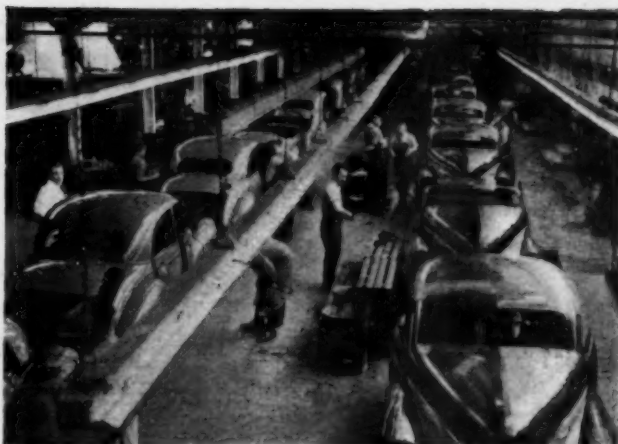
Racing Cars at London Show

ONE of the rules governing the exhibition of cars at the London Show at Earls Court has meant the exclusion of racing cars, and, while the reasons for this ban are easily understood, the racing car manufacturer has had no opportunity to display his products suitably.

Now, however, the Society of Motor Manufacturers and Traders, which runs the London Show, has relented to some extent and racing cars up to a maximum of one car per manufacturer may be shown. Applications for stand space must be made before March 27, and it is understood that the Kieft company have already taken advantage of the new rules.

London's Problems

ANXIETY over London traffic congestion was apparent in the statement made recently in the House of Commons on the subject by Mr. Gurney Braithwaite, Parliamentary Secretary to the Ministry of Transport. He said that the no waiting scheme had given marked relief, to both traffic flow and accidents, but the subsequent growth of traffic was straining it. The need for giving exemption to vans loading and unloading on lesser routes was nullifying the advantages. The London and Home Counties Traffic Advisory Committee had recommended that there should be a unilateral waiting scheme, particularly in the central area around Piccadilly, but the proposals had met with strong objections from commercial users, who could not be permitted to unload on



The new body finishing floor conveyor system introduced for the Morris Minor production line. The cars on the left are nearing the final inspection while those on the right are in the earlier stages of preparation. (See accompanying paragraph.)

the "no parking" side of these streets. The policy on one-way streets was to introduce them gradually, owing to the complication of doing so, and preference in major schemes was to go first to the Hyde Park Corner scheme.

Healey Convertible

ON page 325 of the March 14 issue of *The Autocar*, in the Healey Road Test, it was stated that both the Riley-engined saloon and the convertible model are fitted with a Tickford body. This is incorrect as regards the convertible body, which is produced by E. D. Abbott, Ltd., of Farnham, Surrey.

Accessories Monopoly?

SUPPLY of accessories is to be considered as a subject for the Monopolies Commission when the President of the Board of Trade next refers to the Commission. Miss Elaine Burton had asked him if this could be done.

In a supplementary question, Miss Burton asked if the President was aware that sparking plugs costing 6d each were sold to motorists at 5s to 5s 6d, and that dealers made a profit of 82 per cent on the sale of upper cylinder lubricant.

Mr. Thorneycroft said that these were, of course, the type of matters which should be considered.

Minor Finishing

A NEW plant for paint processing, which cost about £190,000, has been put into service for the whole production of Morris Minors in the Cowley factory. The result is claimed to be a superior finish to anything previously achieved.

The plant consists of a railway which carries the bodies round a U of over 2,000ft in total length. The journey takes about six and a half hours, during which all the painting and polishing operations are completed. Baking kilns and cooling by water sprays are used to speed the process.

The Budget Debated

THE increase in the petrol tax is one part of the Budget which has not been welcomed by any great enthusiasm by members on either side of the House. The following are some of the opinions expressed during the Budget debates:

Mr. Gaitskell, the former Chancellor of the Exchequer, said that he was told last year and the year before by Conservative members what disastrous effects an increase in the petrol duty would have on fares and prices generally. That was the view of the Conservatives when in Opposition; now they were proposing to put the duty up to a much higher level. He was sure they felt uncomfortable.

Mr. Assheton (Conservative) said they were all sorry about the rise in the petrol tax because it meant an increase in transport costs. But they must not forget that the loss of Abadar had greatly increased the dollar content in the oil that we had to buy, so that when we paid more for our petrol we should remember Abadan and Mr. Herbert Morrison, to whom so much of this was due.

Squadron Leader Cooper (Conservative) said he was very sorry that the petrol duty had been raised because of the serious increase in fares which had taken place recently in London. Perhaps it might be considered on analysis that the private motorist could support this extra 7½d, although it was a very great burden. He suggested that red petrol or other means should be found to allow public transport to have petrol at a cheaper rate.



Without losing any of the typically Bristol appearance this 401 chassis has been fitted with a four-seater drop-head coupé body by Richard Mead, of Dorridge, Warwickshire.

Petrol Tax Criticized

TRANSPORT INDUSTRY TOO HEAVILY LOADED, SAY INDUSTRIAL LEADERS

WHILE generally accepting the Chancellor's Budget as admirable, those connected with transport and car manufacture are critical of the increased tax on petrol and fuel oil. In one or two instances comments have shown less than fair appreciation of the Chancellor's point that he had to be very careful with a non-indigenous product such as oil.

The S.M.M.T. made the following comment: "The Society of Motor Manufacturers and Traders is dismayed to learn that the Government is looking to the nation's foremost exporting industry to swell the coffers of the Exchequer."

"A further tax on fuel, the great bulk of which is used for industrial and commercial purposes, is essentially a tax on the lifeblood of the transport without which industry cannot function. The latest increase in duty, tending again to raise the cost of living generally, will again rebound most harshly upon the motor industry. Not only is a large part of the industry's supplies brought to the factory by road, but hydrocarbon oils, subject to duty, are also used industrially as solvents in paint and other products used in making motor vehicles. This means that prices will rise and every price increase weights the scales against manufacturers in their struggle to sustain exports."

M.p.g.

"The higher the cost of fuel the more urgent becomes the need to economize in its consumption. Design of the higher-powered type of engine, preferred in export markets, is therefore bound to be hampered since the industry must look to the day when the requirements of the home market can be more substantially met."

From Lord Sandhurst, chairman of the British Road Federation, came the following: "The increased duty on motor fuel has justifiably raised a storm of criticism. The public, if not the Government, has been quick to realize that the imposition is, in the main, a charge on trade, industry and public transport, which will result in higher costs and higher charges."

"There has been an attempt to build up a myth that petrol is a luxury. This has been effectively disproved. The Chancellor, in his statement in the House of Commons on January 29, said: 'A good deal less than half the consumption of motor spirit is by private motorists, and not very much of this is used for pleasure motoring.' In fact, more than 85 per cent of motor fuel is used for industrial and commercial purposes."

"The Government, when in opposition, voted against the previous increases for just the very reasons which are now being voiced."

"About 1,150,000 tons of diesel oil are used for public transport. Relief at the rate of 7½d a gallon (the additional duty now imposed) would cost £9,500,000—a modest enough figure, but one which would effectively help to check a further rise in fares."

"But this concession, if granted, would not affect the broader issue that the Chancellor's proposal to make any increase in the duty on motor fuel will

saddle trade and industry, and therefore productivity, with a further unjustifiable burden of higher costs."

Said Sir William Rootes, chairman of the Rootes Group: "This is a 'needs must when the devil of necessity drives' Budget. Britain's biggest exporter, the automobile industry, is again the milch cow. With the difficulties in world markets the Government must be careful or they will retard irrevocably the progress of a great industry that has and can contribute so much to our economic survival."

"In my opinion, the motor transport

industry of this country is carrying too heavy a load, and this in turn will effect industrial and agricultural productivity and costs. It is no use weeping over the 'years that the locust hath eaten'—those few precious years after the war when so much might have been done that was not done, and so much done which might have been left undone or postponed. We must look ahead."

"Let us pray that this is what Mr. Churchill in the war called 'the end of the beginning'—the beginning of the revival of Britain's greatness and prosperity."

Tourists and the French Law

THERE is a possibility of the French authorities requiring visiting motorists to respect the regulation covering the use of amber head lights. While it is illegal for the native to use white lights, these are tolerated on a foreign car brought into the country on a triptyque. Curiously, at certain times and in certain places, there are more cars which do not comply with the law than those which are in right. This, it is claimed, is a source of danger, and it is being asked if the time has not come to apply the national law to all, irrespective of nationality. Already orders have been given by the American Army authorities in France for all vehicles to be equipped with head lights complying with the French law.

This question is a much broader one than that of the convenience of tourists travelling under a triptyque. Practically every country in the world is drawing up national "safety" laws, covering such points as the nature and position of head and side lights, the use of safety glass, traffic signals, brakes, position of number plates, and so on. In France most of these fittings have to be presented to a national safety commission, and they cannot be put into use until they have been approved by that body. Thus the police know immediately whether the device complies with the law or not. In England there is no such examination, it being left to the manufacturer to put on the market

only such accessories as are in accordance with the general law.

Because of these national laws, many of them quite excellent in themselves, car manufacturers are constantly being brought face to face with unexpected difficulties. Cars are built in accordance with the regulations of their home country, but when they reach a foreign country it is found they cannot be accepted because certain features are contrary to local "safety" measures. For instance, more than one manufacturer has had important shipments of cars held up because they did not comply with American regulations—variable according to State—on safety glass, head lights, signalling devices, and the like. To transform them on the spot was costly and to return them to the factory still more expensive.

Recently, this problem was brought to the attention of the Bureau Permanent, grouping all societies of motor manufacturers with the exception of the United States. They would like to obtain some degree of uniformity in these "safety" regulations, so that it would not be necessary to equip a car specially according to the country in which it is going to be used.

Naturally each country considers its own regulations the best and is reluctant to make any change or concession. However, there is every advantage in reaching a state of international uniformity.

CONSOLE

An astonishing array of dials and switches on the fascia of a special roadster constructed by Joseph Bailon, of San Leandro, California. Anyone sitting at this fascia, weary and ill at ease, might find a remarkable Lost Chord if he permitted his fingers to stray over the keys!





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Service Viewpoint

FRICITION WITH FRACTIONS

WE motor engineers are called upon, in our daily work, to do quite a lot of calculating, and I was thinking the other day how very much easier our job would be, and how much more accurate, if we could do it by shifting decimal points instead of wallowing in vulgar fractions, common denominators and decimal conversions.

I know that the question of a nationwide conversion to the metric system has been argued out many times before, but I do feel that it is high time we did something about it. From the engineer's point of view the metric system has much to commend it, whilst the British measure has such obvious shortcomings that one wonders how it has survived thus far. The smallest unit in British measure is the inch, over twenty-five times the size of the smallest unit in metric measure,

and whilst the inch was probably very satisfactory for drawing out the plans of Elizabethan galleons, it hardly suits the measurement of automobile components; for instance, a crankpin measuring one inch and twenty-nine sixty-fourths of an inch does look a bit absurd, doesn't it? But it is no more absurd than the hand, span, foot, yard, pace, fathom, rod-pole-or-perch, chain, furlong, mile and league which complete our bewildering system, and which cause our friends abroad such extreme exasperation. The opponents of the metric system say that a change-over now would cause chaos and dislocation in industry, but that is all eye-wash; the truth is that the engineering industry has used the metric system very widely for a long time now, and all that is needed to make the conversion complete is the immediate outlawing of the outdated English measure.

The Long Circuit

A CAR which behaved quite normally during the daytime, but which would keep on running at night after being switched off, unless the side lamps were switched off or the

hand brake was released; that was the problem, and the customer's narrative of the case made one of those stories which make us doubt whether cars are, after all, just mechanical devices not possessed of any human urge to pull our legs. The job was fairly long, although the story is short, and the cure was simply the fitting of a new tail lamp bulb.



"Chaos and dislocation . . ."

What had happened was that the double filament stop and tail lamp bulb had received a knock, and the filament of the stop lamp section had fractured and fallen across the filament of the tail lamp part; the result was that when the hand brake was engaged, and the tail lamp was switched on, there was still a circuit to the coil via the stop lamp filament, the stop lamp switch, and the wires to the ignition circuit.

The Galloping Major

HE was really only a captain, but what gave him added status in our eyes was his picturesque description of the trouble he was having with his Vauxhall; at any given speed on a small throttle opening, he said, the car galloped. Short of laughing in his face, the only thing we could do was to try the car on the road, for we had never heard of any car galloping. Buck-jumping and kicking we had heard about, but this was something new. So out on the road we went, and sure enough, the car *did* gallop—it did just that, and a most unpleasant performance it was, fluctuating rapidly in speed through a range of 4 or 5 m.p.h. The



only reason this is a short story instead of a long tale of woe and frustration is that we were having an "it-came-to-me-in-a-flash" spasm on that particular day, and we were lucky enough to go straight to the distributor, which we had deduced was not making a good earth when the vacuum advance mechanism moved the unit round, and was thus causing an intermittent breakdown of the primary circuit. The fitting of an earth "tail" cured the trouble and we were all happy.

The only regret we have is that when someone complains of a similar trouble, and tries to describe it graphically, we attempt to help out by saying brightly, "Oh, you mean it gallops." Invariably, we get the queerest look from the customer.

Nocturnal New Life

THEY say there is a silly season for everything, and it does certainly appear that there is one for the hoary topic of "does an engine run better at night?" We seem often to get an epidemic of customers asking exactly the same thing. This question has probably used up as much printer's ink as anything else connected with cars, and we don't want to start up all the old arguments. So let us say, quite unequivocally, and risk it, that of course a petrol engine runs better at night—its intake of air is more dense, thus better volumetric efficiency results; the air is damper, therefore there is more oxygen in the ingoing charge—and so forth. The thing is, does it run so much better at night that we can actually feel the increased power. . . . But there, we're starting it again.

Diligence and Diffidence

ONE of the keenest and most conscientious motor engineers I know carries around with him the following equipment: a doctor's stethoscope, a high-powered magnifying glass, an expensive little slide-rule and a pair of tweezers, in addition to his orthodox kit of tools. He has to suffer a good deal of ridicule from his fellow-workers, and sometimes from his customers, who accuse him of trying to

SERVICE VIEWPOINT

continued

blind them with science, but I really do feel that we could use more of his type in the motor trade.

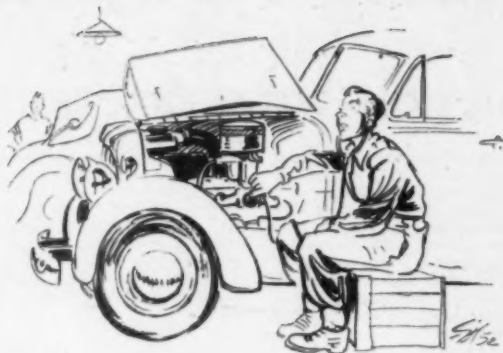
I cannot say whether his instruments enable him to turn out a better job than his scoffing contemporaries, and, really, I think that is a secondary matter; to me, the more important thing is that he thinks enough about his work to go to the expense of providing himself with this extra equipment, and at least I can appreciate that he uses the things where I believe they should be useful.

For instance, he will use the stethoscope when he is doing a slow-running adjustment to a carburettor, holding the mouth of the stethoscope close to the air intake and listening for the changing note as he adjusts the air bleed screw; yes, there is a changing note—I can vouch for that because I asked him to let me have a go. Again, he will track down a noise in an engine, and I have never known him to be wrong in locating those irritating knocks or squeaks.

He uses the magnifying glass to examine the deposit on plug points, and to look through jets and at valve faces and so on. With the aid of his slide-rule, he will calculate theoretical speeds at given r.p.m., or work out a choke size for a strange engine. Playing on the customer's psychology? Maybe, and maybe he's fooling me as well, but still I wish we had more of his type . . .

Hot Heads

THOSE owners of post-war cars who are troubled by "running-on" will be interested in the recent publication, in *The Autocar*, of some of Mr. Alex Taub's theories on the subject of cylinder head design and quality of automobile fuel. I am glad that Mr. Taub observes that, in his opinion, it



"Listening for the changing note."

should be possible to achieve satisfactory combustion with compression ratios of up to 12 to 1 with even lower octane-rating fuel than we use at present; I have been maintaining for many years that the excuse of poor fuel has been seized upon by development engineers as a heaven-sent red herring to throw before indignant motorists, and I am pleased that no less an authority than Mr. Taub lends support to this view.

In my opinion, the worst offenders, so far as detonation and running-on are concerned, are those cars fitted with these new-fangled combustion chambers, for which all sorts of pretty-pretty theories are advanced, whilst the old-fashioned engine retaining the time-honoured hemispherical type of head seems to suffer little, if at all, in this way.

Progress there must be, but I do sometimes feel that the performance of some of the modern designs represents more of "change for change's sake" rather

than honest-to-goodness improvement.

There is no such thing as "some unacceptable reason" in motor engineering; there is a reason for everything, and the reason that we get running-on is that something is getting too hot inside the combustion chamber, and the complete cure is to prevent the retention of such high temperature.

Flood Tidings

WE love customers who ask questions we can answer quite authentically, having gone into the subject concerned very thoroughly some time before. One such question is, "I've renewed my carburettor float and my needle valve, and I've lowered the petrol level, but the carburettor still floods when the engine is idling or just after it stops. Can you tell me what might be the cause?"

Then we take a deep breath, and go very deeply into the incontrovertible fact that a mechanical pump can pump more as it wears more, owing to the free movement in the rocker arm linkage, coupled with the additional flexibility of a well-worn diaphragm combining to permit a greater displacement of fuel on each pumping stroke of the mechanism.

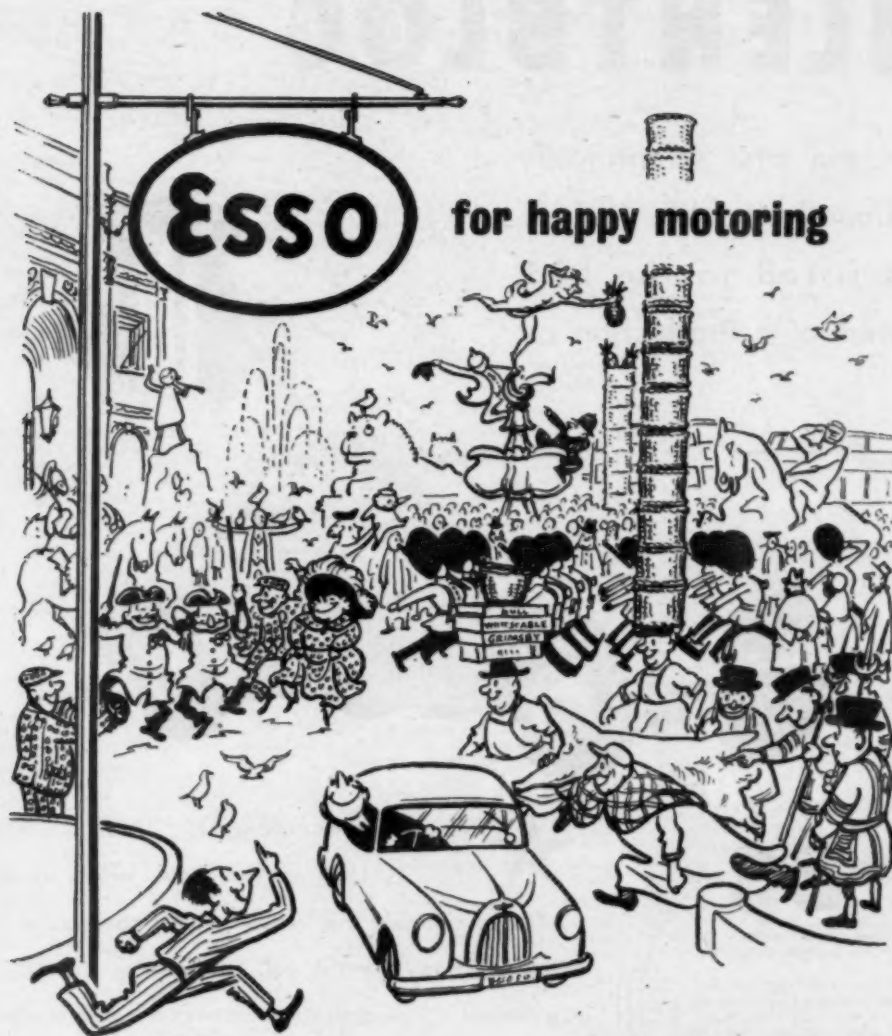
Taking in our stride the business of the flooding continuing, and even increasing after the engine has stopped, we proudly parade our knowledge that if the pump should come to rest with the diaphragm just ready to be pushed upwards again, the diaphragm spring will take advantage of the extra free movement and cause excessive fuel displacement even when the pump can be considered inoperative.

The only time we suffered the tiniest pinprick to our ego was when, after we had finished this magnificent discourse, the client quietly said, "Yes, but my car is a BB Ford—gravity feed, you know!"

TUNESMITH.



"The excuse of poor fuel has been seized upon . . . as a heaven-sent red herring."



silence

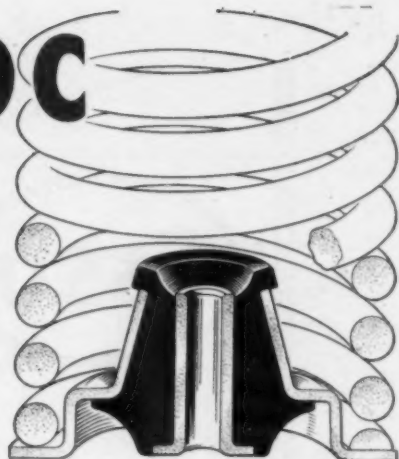


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FULL ENTRY FOR THE R.A.C. RALLY

WELL-KNOWN CONTINENTAL DRIVERS
ARE TO TAKE PART THIS YEAR

THIS year's R.A.C. Rally of Great Britain, which is due to start in the morning on Monday, March 31, and to finish on Saturday, April 5, should prove a great success. It has attracted the full entry of 250 cars and crews, of which approximately half will start from Hastings, while the remainder have chosen Scarborough, where the rally finishes, as their point of departure.

Among the Continental competitors who are coming over for the event are such well-known rally drivers as Marcel Becquart from France, winner of the 1950 Monte Carlo Rally, who is driving a Jowett Javelin, and Gatsonides from Holland, second to Becquart on that historic occasion, who will drive a Ford Zephyr. Dr. Angelvin, also from France, who was third in this year's Monte Carlo Rally, is bringing his Simca Sport coupé, and G. Leiner from Germany his Mercedes.

There is no lack of competition from this side of the Channel: Ian Appleyard, winner of last year's Tulip Rally, with his cream Jaguar XK120; A. G. Imhof with his Cadillac-Allard; George Hartwell and Norman Garrad with their Sunbeam-Talbot—these and many more are only waiting for the word go.

After leaving their respective starting points, competitors converge on Silverstone for a protracted speed test. Then they have a manoeuvring test at Castle Combe, at night; another speed test, over a remote Welsh road; more driving tests, a timed climb of Rest-and-be-Thankful hill in Scotland; a regularity test in the Lake District; and finally, for the leading competitors at the end of the road section, another regularity test round the circuit at Oliver's Mount at Scarborough, on the final afternoon. There is no lack of variety there!

There are two main awards of equal status, for the best per-



performances by an open car and a closed car respectively, each consisting of a *Daily Telegraph* Trophy and £100. Then there are awards for the first six to finish in each of the three classes: open cars, closed cars under 2½ litres, and closed cars above that capacity. In each class there is also a Ladies' Prize.

Entries for the Rally

KEY: Competitor's number, competitor's name, class (O denotes open car class; C1 closed car up to 2,500 c.c.; C2 closed car over 2,500 c.c.)

Starting from Hastings

[illegible]

Starting from Scarborough

[illegible]

McGrady : 150 A. D. E. Pollitt O; 210 A.
Rdy O; 225 D. G. Scott O; 230 J. L. Shaw C.
164
O. C. Whamouth O; 193 F. L. Worthing-
ton O.

Meadows: 235 O. Leiber Cl.
Meyer: 187 W. H. B. R. Reace Q; 190
W. Steel O; 154 S. R. Bancroft O; 156 B.
Dickson O; 127 D. E. Done; 186 W. A. O.
Proctor; 137 D. Morgan A.

Riley: 215 R. Lane Cl.; 205 M. Meredith-Owens
Cl.; 205 R. A. Newsum Cl.; 236 F. Walker Cl.

Newer: 119 Miss A. Burney Cl.; 186 Miss C.

Standard: 224 J. R. Williamson Cl.; 253 W. G. B.
Allen Cl.; 181 A. S. Buchanan Cl.

Susman: 162 J. Blumer Cl.; 146 R. S. C.
Thompson Cl.; 90 J. C. Pothrell;
Cl.; 165 N. Garrod Cl.; 209 F. J. Merritt Cl.; 204
J. H. Smith Cl.; 182 J. B. Bailey Cl.; 193 A. O.
Payne Cl.; 195 B. Price Cl.

Sneath Cl.; 164 S. Van Dam Cl.; 222 Miss M.
Wright Cl.

Triumph: 144 B. B. Cade Cl.; 223 V. Cooper Cl.

Vauxhall: 142 A. Linaker Cl.; 216 T. Scalez Cl.

Welwyn: 122 D. R. Barlow Cl.

ITINERARY

March 31: 3:30 a.m. Start Scarborough; 4 p.m. Start, Hastings; 12:30 p.m. Silverstone (closed test); 6:45 p.m. Bridport; 10 p.m. Castle Combe

April 1: 3:40 a.m. Aberystwyth; 4:45 a.m. Gnar Barrow; 10:30 a.m. Silverstone (closed test); 7:30 a.m. Llandrindod Wells (bush); 10:30 a.m. Great Glen; 12:30 p.m. Silverstone (closed test); 1:30 p.m. Llandrindod Wells (bush); 4:30 p.m. Blunham (overnight stop)

April 2: 7 a.m. Leave Blunham; 9:45 a.m. Broadac; 10:45 a.m. Alpha; 12:05 p.m. Kirkstall; 1:45 p.m. Broadac; 3:30 p.m. Silverstone (closed test); 4:30 p.m. Broadac

April 3: 8:30 a.m. Leave Edinburgh; 10:35 a.m. Dryden; 11:50 a.m. Fleet and the Thrushes (speed test); 12:30 p.m. Silverstone (closed test); 1:30 p.m. Kenmore; 18 p.m. Nyndford Bridge; Midnight Heads of Ayr (rest)

April 4: 7:15 a.m. Leave Dryden; 8:30 a.m. Heads of Ayr; 5:30 a.m. Carlisle; 7:15 a.m. Broadac; 7:30 a.m. Alpha; 8:30 a.m. Silverstone (closed test); 9:30 a.m. Great Glen; 10:30 a.m. Silverstone (closed test); 11:30 a.m. Silverstone (closed test); 12:10 a.m. Silverstone (closed test) (FPH18)

April 5: 9:30 a.m. to 1 p.m. Test at Silver's Mount.

Times are those of first competitors

Times are those of first competitors

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

The Book Says . . .

AS one book after another is offered to the public as a handbook on driving it seems that they become more and more inaccurate, or at least misleading. Some of the latest books seem merely to repeat smugly the advice given in the days when tyres were troublesome things and suspensions, steering mechanisms, and so on, demanded special care in the way they were used. I am sure that some of the drivers of whom we all complain have been misled by such instruction.

In the particular book through which I have been browsing I find that the whole of the advice on driving on ice-bound roads is contained in one paragraph, and refers only to the



I have been browsing.

avoidance of sudden braking and to use of the gears. But at least twice as much advice is given to make it clear that a "No Entry" sign means what it says.

It is pointed out that parking in a main road is bad; but the learner is informed that parking just inside a side turning is good!

♦ ♦ ♦

Good and Bad

BUT this is only part of the story. The learner is informed that the good driver will not accelerate sharply. He will not make violent getaways. He will proceed in an unhurried manner. He will, in fact, avoid wear on brake linings, tyres, and so on, and get maximum m.p.g.

For those—and this applies to the majority—who count closely the cost of motoring, this driving technique is economical and sound. But the impression is given that rapid acceleration and extensive use of brakes is wrong. It isn't. Clearly the appeal of a high performance car, for example, will be partly lost if the driver is governed by thoughts of tyre wear. And the modern family saloon is quite stable for rapid cornering and is capable of rapid deceleration.

In other words, every man to his own driving taste provided that he is

safe. The unhurried driver should not be told that the fellow who overtakes him with powerful acceleration is doing wrong—he is merely in a hurry or prefers to enjoy himself that way.

♦ ♦ ♦

No Ice

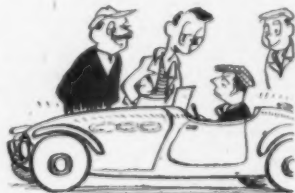
PROVIDED that there is no ice or frost film, give me the cold, dry winter day (or night) for good motoring. The season has thinned down the clottish element amongst car owners and the roads are often clear for surprising distances, with the result that the right foot can go down for a little of the exhilaration of speed with safety. The absence of leaves on the trees and undergrowth permits one to gauge the line of bends well in advance, and at night the lights are subject to no interference from foliage. The atmosphere very often has a clarity that is surpassed only infrequently in summer. I believe engines respond to this sort of weather by producing fractionally more b.h.p. at the upper end, perhaps for the same reason as a fire burns well in frosty weather. Anyway, such days and nights make for good motoring, and I am always ready to take advantage of them.

♦ ♦ ♦

Racer, Mister?

THERE is a difference between the satisfaction of flattering comment about one's car from strangers, and the embarrassment of being the object of all eyes and a thousand questions. A colleague seems to have fallen into the second category during a few minutes' wait in a Silverstone Healey in Fleet Street.

During an estimated eight minutes one coal lorry driver yelled out that he



A thousand questions.

would "swap yer," another that it was a "bit of orright." A 12-60 Alvis driver—rather surprisingly—wanted to know what it was (although traffic conditions gave him only a rear three-quarter view at the time), while another young man in a group on the pavement wanted the engine specification, price,

performance data and the answers to a few lesser questions, including a history of the Healey company.

Without a thought of there being anything unusual in his actions, this young man also occupied his time by reaching in to twiddle the gear lever and study the instruments.

The whole affair was summed up by a final inquisitor who remarked wistfully that "you must be used to all this."

♦ ♦ ♦

Octane-cetane

EVERYTHING about the diesel seems just that much more of a precision job than with the car engine. Even the parallel to the octane requirement of a petrol engine shows the same trend, for the measurement of the octane requirement of a spark engine does not give anything



Cetane rating.

like such a degree of accuracy as the ascertainment of the cetane rating in the diesel. That is why motorists who read about octane requirements to a couple of places of decimals might remain a little sceptical. The nearest whole number represents precision in this matter.

♦ ♦ ♦

Cheshire Plain

ROADS in the Cheshire area have a character of their own. The country being very flat and space being comparatively ample, they are laid out with wide grass verges and an absence of curves of the more dangerous type that is restful, for visibility round the bends is quite surprising for this country. I should estimate that the rural roads of Cheshire are some of the safest in the country, although I doubt if the figures are very revealing, because accidents happen rarely outside the towns and it takes a long time to build up "statistically significant" figures for rural areas. Would that the same were true of built-up areas.

As for Chester itself, it is a delicious place which seems to convey an air of good living even in these times; it must be that rich timbering

NEW CARS DESCRIBED

FOLLOWING their customary practice of adding improvements when occasion permits, the Rover company have introduced modifications to the well-known 75 saloon. These concern coachwork and equipment rather than the chassis, which is substantially unaltered.

Nevertheless an intensive research into the origin and transmission of road noise has resulted in a scientific development of rubber insulation, with the result that the latest Rover is exceptionally quiet running at all times, even over noise-producing surfaces, a matter which can be confirmed by *The Autocar* as the result of road experience with the car. One of various detail improvements to gain this end is the provision of Silentbloc rubber insulation in the form of a conical bush partially shrouded in steel and situated



The new and simple grille radically changes the frontal aspect of the Rover 75.

Latest Rover 75

FURTHER IMPROVEMENTS IN AN OUTSTANDING CAR

between the foot of each coil spring and the wishbone, or radius arms of the independent front suspension. This eliminates any direct metallic contact between the spring and its abutment.

Outwardly, there is a frontal appearance change. In place of the original horizontal louvres with a chromium star having a fog lamp in its centre, a plain rectangular grille with vertical slots, surrounded by a narrow chromium frame, is used. It is curved in two planes to match the contours of the front of the car, and is surmounted by the familiar Rover small effigy of a Viking's head. The head lamps, which used to be set back into rectangular recesses, are now mounted farther forward in circular recesses. The smaller grilles beneath the head lamps have disappeared, for a reason which will be evident later, and

the horizontal gap between the front of the car and the back of the front bumper has been filled in with a valance. The net result has been to make the front look much more neat and also more distinctive.

Inlet into the centre of the scuttle in front of the windscreen a ventilator is now fitted, and is controlled from inside the car. It is the intake for the latest ventilation and air heating equipment. In the earlier model of the Rover 75 fresh air was taken in from the small front grilles just referred to and passed through a large conduit pipe back to the heater unit. This arrangement took up considerable space in the "engine room," and had the disadvantage that a

low frontal intake is apt to pick up exhaust fumes from other vehicles when travelling in a traffic procession. On the other hand, an air intake on the top of the scuttle is not only higher up, but also is situated in a region of high air pressure when the car is travelling. Furthermore it eliminates the need for cumbersome conduits.

The new heater unit has a newly arranged control system. Above the controls is a lever which opens or closes the scuttle ventilator. The control quadrant itself has two knobs. The upper one attends to the slots at the foot of the windscreen and has three positions—off, demist, and defrost. The lower knob controls the delivery of air into the body and has three positions—off, decrease, and increase—the last two giving a variation of the amount of air which is delivered.

Another feature is the adoption of self-parking twin windscreen wiper blades. Irrespective of the position of the moving blades, as soon as they are switched off they quietly return to the parked position. Their movement when returning to, or leaving, the flat position is aided by small rollers carried by the blades, which

SPECIFICATION

Engine.—6 cyl, 65.2 x 105 mm (2,100 c.c.). Overhead inlet valves operated by push rod and rocker and inclined side exhaust valves. Aluminium alloy cylinder head. Compression ratio 7.25 to 1. B.h.p. 75. Counterweighted crankshaft in four main bearings. Rubber-mounted torsional vibration damper. Twin horizontal carburetors.

Transmission.—4-speed gear box with steering column control. Synchromesh on third and top. Controlled free wheel. Ratios 4.3, 5.92, 8.77, and 14.49 to 1. Divided open propeller-shaft to spiral bevel final drive.

Brakes.—Four wheel hydraulically operated with 2 leading-shoe front. Rear wheel hand brake, independently mechanically operated.

Frame.—Welded box section side and cross members.

Steering.—Re-circulating ball-type worm and nut. Variable ratio.

Suspension.—Independent front with special linkage and coil springs. Half-elliptic rear with gaiters. Double-acting hydraulic telescopic dampers.

Chassis Lubrication.—Where rubber bushes are not used, bearings are packed with lubricant and sealed.

Wheels and Tyres.—Dunlop 6.00-15in on steel disc wheels.

Lifting.—Smiths Bevelift.
Main Dimensions.—Wheelbase 9ft 3in. Track (front) 4ft 4in; (rear) 4ft 3in. Overall length 14ft 10in; width 5ft 5in; height 5ft 3in. Ground clearance 7in.



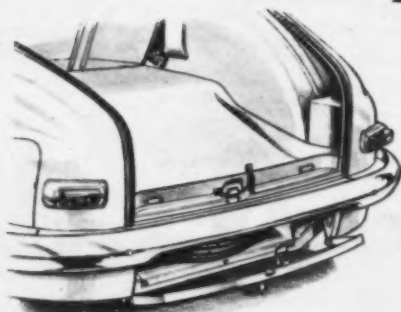
The horn ring has been reduced in size and made circular. Trafficators and head lamps are operated by the switches on the right of the column.



In the left side rear wing is a trap door enclosing the fuel filler cap. This door has a catch operated by a handle inside the luggage locker.

Latest Rover 75

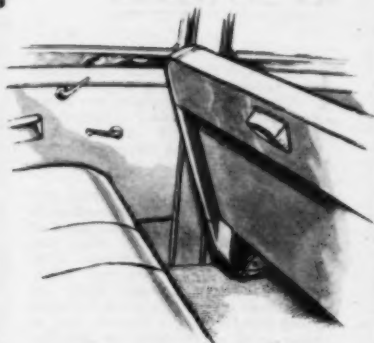
continued



The spare wheel is now carried in a separate compartment beneath the floor of the luggage locker, the carrying capacity of which is thus considerably increased.



Further to subdue the transmission of road noise this metal-shrouded conical rubber buffer is employed to insulate the base of the coil spring from the wishbone abutment on the special independent front suspension.



Modifications to the bench front seat, with its folding central armrest, include a recess in the back to give more knee room, and more toe room.

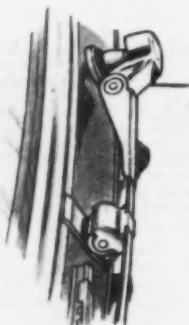
roll on small ramps over the lower beading of the windscreen frame.

A wider rear window is now fitted, valuable when reversing or parking. The luggage locker has been considerably revised, the lid being carried on spring-balanced hinges so that when it is opened it stays in position. The handle is differently arranged. When it is lifted up it disengages its catch automatically, and when the lid is shut the catch automatically re-engages. The handle has, of course, the usual lock and key, with more than usual significance, because the lock not only safeguards the luggage, but also the spare wheel and the fuel tank cap.

Spare Wheel Compartment

Perhaps the major point of importance in the rearrangement of the locker is that the spare wheel is no longer carried on the floor, which is now unobstructed. It is in a separate sloping compartment, below the locker floor, having a separate lid in the vertical plane, which hinges outwards and downwards. This lid cannot be opened unless the locker lid is first opened, because the last-named in its closed position holds down a plunger which engages a catch on the spare wheel compartment lid. In the left rear wing there is a trap-door which covers in the

fuel filler cap. The trap-door is locked by a drop-over catch operated by a spring-loaded handle inside the luggage locker;



Irrespective of their position when the switch is moved to "off" the screen-wiper blades park themselves. Their movement into, or away from, the parked position is rendered easy by rollers running on ramps.

the handle is in the vertical position when locked. The change in position of the spare wheel has added materially to the luggage carrying capacity.

Yet another feature of the new arrangement is that the electric fuel pump is now carried in a compartment on the right flank inside the tail. This accomplishes two purposes, one that the pump is in a cool place and removed from within the warm engine room, where vapour locks may be caused from mountain climbing in hot weather, and the second that the fuel in the main pipe line, running from the rear tank to the carburettor, is under positive pressure from the pump instead of atmospheric pressure.

Within the six-seater coachwork there are some changes to record and special points to note. The front seat is a bench with folding centre armrest. The cushioning has been improved, and in the back of the seat a shallow recess has been made which adds to the knee room of the rear seat passengers, and the base of the back has also been further recessed so as to increase toe room.

Steering Wheel Switches

Below the steering wheel there is a light-moving gear lever on the left, and on the right an outtrigger carrying two short levers. The upper one of these controls the self-cancelling traffic indicators and the lower one controls the head lamps, which is a very convenient "anti-fumble" arrangement. The horn ring above the steering wheel, instead of being of a flat-top D shape, is now reduced in diameter and made circular. This allows more room for the hands and assists towards avoiding accidental sounding of the horns. Another change in controls is the adoption of an organ throttle pedal, which is more comfortable on long runs. A small point to recall concerning the rear door locks, is that if the escutcheon around the shaft of the interior handle is rotated, it will lock the handle from movement, so that children cannot accidentally open the door. This is independent of the usual process for locking the doors against entry.

These Rover changes have now come into production and are seen on cars now exhibited at the Geneva Show, which opened yesterday.

Removal of the air ducts previously used has rendered the engine more accessible.





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The deep seats give firm, restful support and the door width and height make it easy to get in and out: the instruments and controls are easy to read, easy to reach.

ACCESSORIES

Big Red Reflectors

IN designing their recently introduced red rear reflector, the Norel Electric Co., Ltd., 23, London Road, Bromley, Kent, have obviously set out to provide something really effective. The Gloomaster, as it is called, has a polished plastic lens with a pattern of tiny prisms, and it glows extremely brightly even when quite a faint light comes up behind the vehicle to which it is fitted. It is, then, most effective; but as it has a lens of 3in diameter and, with its black rubber surround, is 4in across, it looks a little large on the back panel of a car. It can be attached by self-tapping screws. The price is 4s 6d.

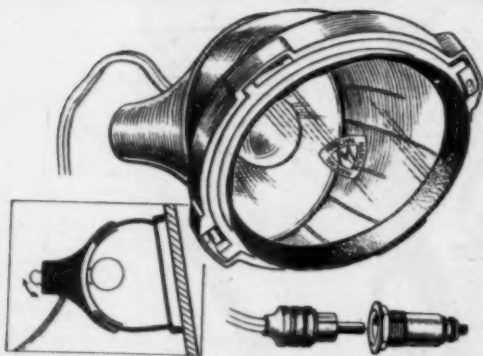
One would like to see a reflector as effective as this mounted high up, in a mud-free position, on the backs of all lorries, whose tail lights can be so easily (and so dangerously) obscured.

The Gloomaster red rear reflector has a lens with a pattern of tiny prisms.



Rust Remover

JENOLITE, a safe but effective rust remover made by Jenolite, Ltd., 43, Piazza Chambers, Covent Garden, London, W.C.2, and retailed by ironmongers and accessory shops, is being made in a smaller size at 1s 9d. The standard bottle costs 3s 9d.



Marchal's Girofar spotlight is made in three parts—suction ring, body, and swivelling reflector with bulb and switch unit.

Removing Silicones

SILICONE, both as silicone polish and as an ingredient of waxes, clings very obstinately to metal and can be a hindrance to repainting operations. A special remover, Shim, which is used in hot water and takes off silicones as well as wax, tar and oil, has been introduced by E. J. Howard, Ltd., "3-in-One" Works, Stowmarket, Suffolk, who themselves make silicone polishes. It is on sale only to the motor trade. As far as the ordinary motorist, touching up a small damaged area, is concerned, it is still in order for him to remove all noxious traces with emery paper and patience!



The new Exide vent plugs.

Six-volt Batteries

CHLORIDE Batteries, Ltd., have redesigned the Exide battery made for replacements on the Ford Pilot and other large cars with 6-volt electrical systems. The battery has new cell lids in place of the former type, the clearance between the top of the plates and the casing has been increased, and there are special vent plugs of polystyrene plastic.



Special clips make the spiral hacksaw blade fit the pins on the frame of an ordinary hacksaw.

Spiral-tooth Hacksaw

ORDINARY hacksaws can be annoyingly uni-directional when doing odd jobs. A thin round blade which negotiates corners in good style, making a cut of 0.04in in width, is being made by Spiral Saw, Ltd., Bedford Avenue, Trading Estate, Slough, Buckinghamshire. A pair of adaptors, shown in the sketch, makes the blade fit the pins of a normal hacksaw frame.

These blades cut very well with the curious spiral tooth which winds along the whole length of the blade, and are not at all fragile. They do not clog in wood and hold their sharpness well in steel. It seems best to use a steady, light sawing stroke of about 60 to the minute, letting the blade do all the work, and concentrate on guiding the tool along one's marked line. The cost of a pair of adaptors and two blades is 2s.

Rubber-link Mats

IN a description of Car Mat Wilton pile, rubber and other car carpets (*The Autocar*, February 15), manufacture of Nuway rubber-link, extra heavy-duty mats was wrongly attributed to the Car Mat Co. They are among suppliers of Nuway mats, but the actual makers are the Nuway Manufacturing Co., Ltd., Coalport, Shropshire.

SUCTION FITTED SPOTLIGHT

THE fitting of a swivelling spotlight usually necessitates boring a considerable hole in the coachwork to admit the operating handle to the interior, or, alternatively, having one fitted so that a window must be opened to operate it.

Marchal are importing an ingenious lamp which sticks, limpet fashion, to the inside of the screen, and involves no coachwork modification whatever.

This lamp, the Girofar, is made of brown plastic and is extremely light. The separable sucker ring is attached to the screen, and quite elaborate fitting instructions are provided to ensure a good vacuum and perfectly secure attachment; then the lamp body is fitted on to the ring. The seal between rubber and glass is perfected by the use of a little brake fluid.

At the back of the body is a swivelling cup containing the reflector and bulb and on the outside of the cup is a handle incorporating the switch. The light is normally swivelled by this handle and cup; but the body of the lamp, which is almost hemispherical, is free to rotate on the mounting disc and has a front cut on the slant, so that when the body is turned (it has its own handle), extra swivelling of the light beam is obtained.

An ingenious design, in fact, but in practice quite simple, and of sound construction. The beam, perhaps, is not quite as narrow and concentrated as that of a normal spotlight, for a slight diffusion seems to be caused by the thickness of the windscreen glass when the lamp is used at an angle. But it has a good range.

The switch is ingenious, also. When pressed to one side it clicks "on," but when operated to the other side it remains there only while the finger continues to press. A strong and well-made pin and socket, taking the lamp's wiring to the fascia, completes the Girofar, which costs £6 7s 6d. The concessionaires in Britain are Marchal Distributors, Ltd., Brook Lane North, Brentford, Middlesex.

The use of a swivelling spotlight is not legal in Britain when a car is actually moving, but in any case it is a useful fitting.

HOT ROD SHOW

SPORTING enthusiasts had a field day at the five-day "Motorama" which was held recently in Los Angeles, U.S.A. More than 100,000 people went to see everything from hot rods to Buick's XP-300, the "dream car" of the future. The large attendance demonstrated the keen interest the American motorist has in automotive design and engineering.

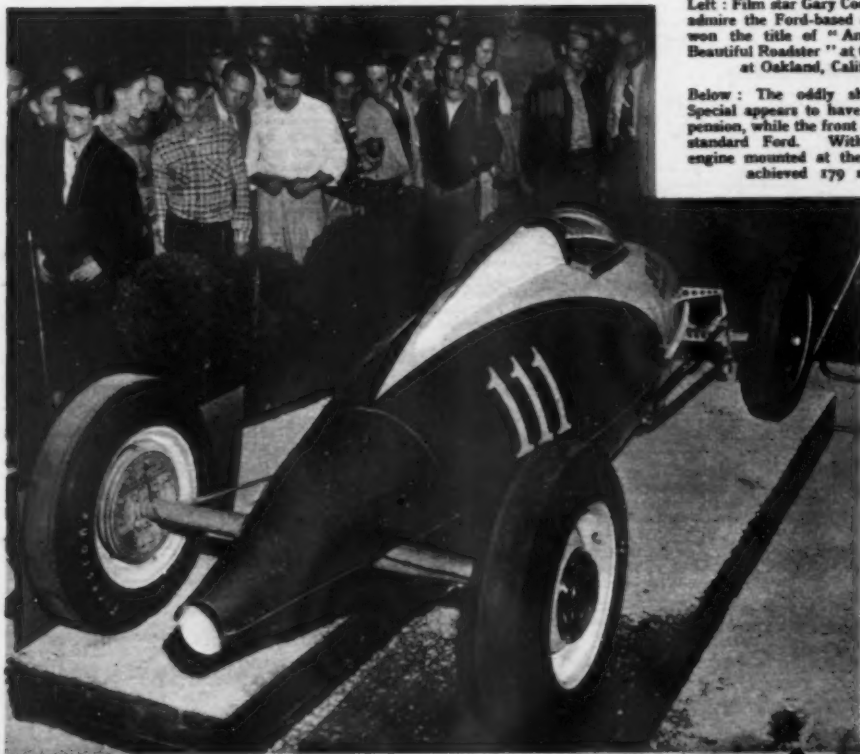
Amongst the hot rods shown in these pictures they saw the first racing automobile to be licensed by the A.A.A. (a Pope-Hartford), and the 200 m.p.h. Clymer-Kenz "twin-engine streamlined world record hot rod" (left). Also a 1902 Cadillac, a 1909 Stanley Steamer, a 1915 Mercer Runabout and a 1918 Detroit Electric. Foreign car manufacturers completed the show with their largest display on the West Coast.

In all, there were 168 individual exhibits, 91 displays of specially built hot rods, "custom" cars, racing machines and motor cycles. Fourteen hot rods were awarded a special position because of their merits.

Top left: The world's fastest hot rod, the Kenz Twin V-eight, utilizes two Mercury engines, one at the front and the other at the rear. With independent torsion bar suspension, this beautifully streamlined special has averaged over 230 m.p.h. on the Bonneville Salt Lake.

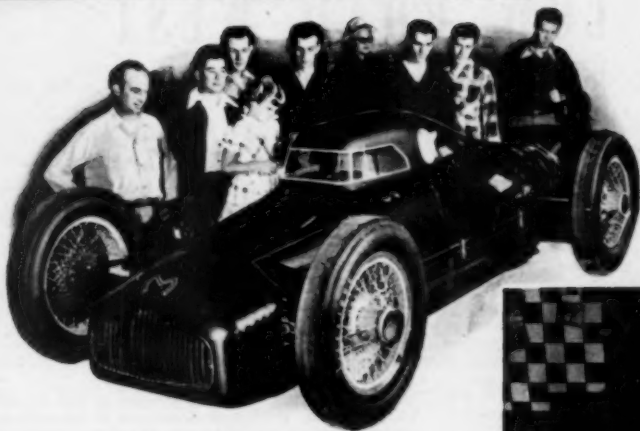
Left: Film star Gary Cooper pauses to admire the Ford-based special which won the title of "America's Most Beautiful Roadster" at the 1951 show at Oakland, California.

Below: The oddly shaped So-Kal Special appears to have no rear suspension, while the front axle is largely standard Ford. With a Mercury engine mounted at the rear, it has achieved 179 m.p.h.





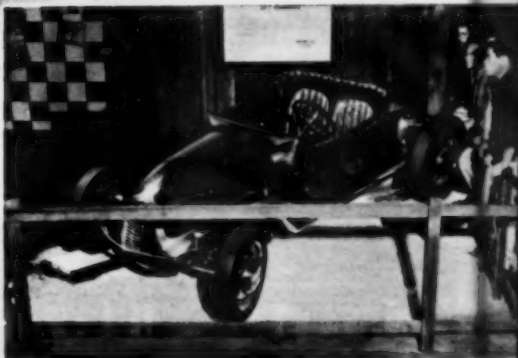
A typical hot rod roadster constructed almost entirely from Ford parts. The engine is a 1942 Mercury with three downdraught Stromberg carburetors on a special manifold, the transmission Lincoln Continental, while the chassis frame is basically 1932 Model A Ford.

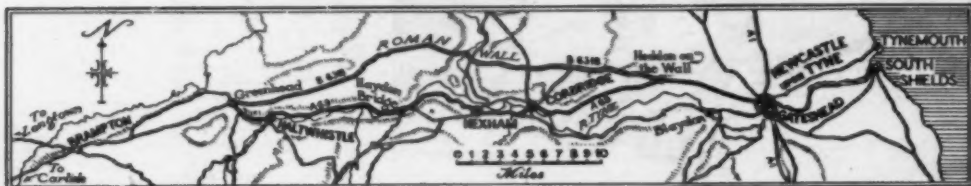


With an all-enclosed body on a tubular frame and a six-cylinder Pontiac engine equipped with four carburetors and mounted at an angle at the rear of the chassis, this low-slung special took three years to complete.

Right: This roadster, owned by Richard Lee of Los Angeles, owes some of its ancestry to a 1923 Model T Ford. It has averaged 124 m.p.h. over a measured quarter-mile at Salinas, California.

Below: This tubular-chassis special utilizes a bored-out Ford V8 engine, with special camshaft, belt-driven supercharger and twin carburetors. The swing axle rear suspension was constructed mainly from Ford components, while the front axle is an inverted Model A Ford unit. The body is built from an aircraft belly tank. Running on methanol, this car has exceeded 185 m.p.h. and is called the "World's Fastest Open Wheel Car"—that is, without fully enclosed bodywork. Alternative cylinder heads and induction systems may be seen in the foreground.





THE LOW ROAD WEST

AN ALTERNATIVE TO THE ROMAN ROAD FROM NEWCASTLE TO CARLISLE

FOR every score of drivers who know the Roman road from Newcastle to Carlisle, there can be no more than one who appreciates the alternative route by the low road. If the high way be Roman in its austere geometrical progress, then the low road is English—twisting and turning, choosing the logical easier circuit of the hills instead of relentlessly striding over them. In its more natural course it presents a greater softness and variety, the variety of pleasant towns, villages and farms, leafy shadow and riverside, instead of the stark hills and cloudscapes.

As it is only a mile or so longer the low road has much to commend it to anyone who must make a cross-country trip. Once the archaeological and historical charms of the Roman road have been exhausted it becomes a route to endure rather than to enjoy. The low road, in contrast, is always diverse and generally pleasant at any season. Indeed, it is a road for any season, lying in the shade for summertime

instead of grilling under the upland sun, milder, less likely to be icebound in winter when the Roman road is lashed by gales, hail and blizzards direct from the Pole.

This low road has three approaches from the east—think of it as a rough trident lying with its prongs to the Great North Road—and each approach has advantages and drawbacks. The northernmost follows the main west road out of Newcastle as far as Heddon-on-the-Wall where it keeps its classification as A69 and separates from the Roman road at the fork. Coming from the south it is easier to turn sharp left in Gateshead High Street, to Swailwell of gooseberry

by Joyce Whillis

fame and Prudhoe. It is also possible to pick up this same route from the celebrated Scotswood Road—first left just across the bridge into Newcastle, but since "all the lads and lasses with smiling faces" proceeded along it to the Blaydon Races it has not added any more points of beauty to commend it as a tourist route. In any case it soon joins the Prudhoe road. This is the southern side of the Tyne, while the Heddon road does not cross the river until it reaches Corbridge.

The west turnpike is at once a repetition of the Roman road for the first three or four miles and a more agreeable introduction to the low road. By following it the industrial and mining villages are missed, but so are Riding Mill and a lovely stretch of waterside driving between Stockfield and Corbridge. That strip with its good surface and smooth curves would invite speed were the heavy shade and water not so encouraging to dalliance, for it runs part of the way right on the river brink, and in startling contrast to the villages left behind. This, the southern road A695, comes out to join A69 just opposite Corbridge by the seven-arched bridge which used to be a genuine motoring hazard but is now widened and extended. Usually there are some anglers hereabouts as it is the head of tidal water, while gardens running down to the river make it an agreeable point.

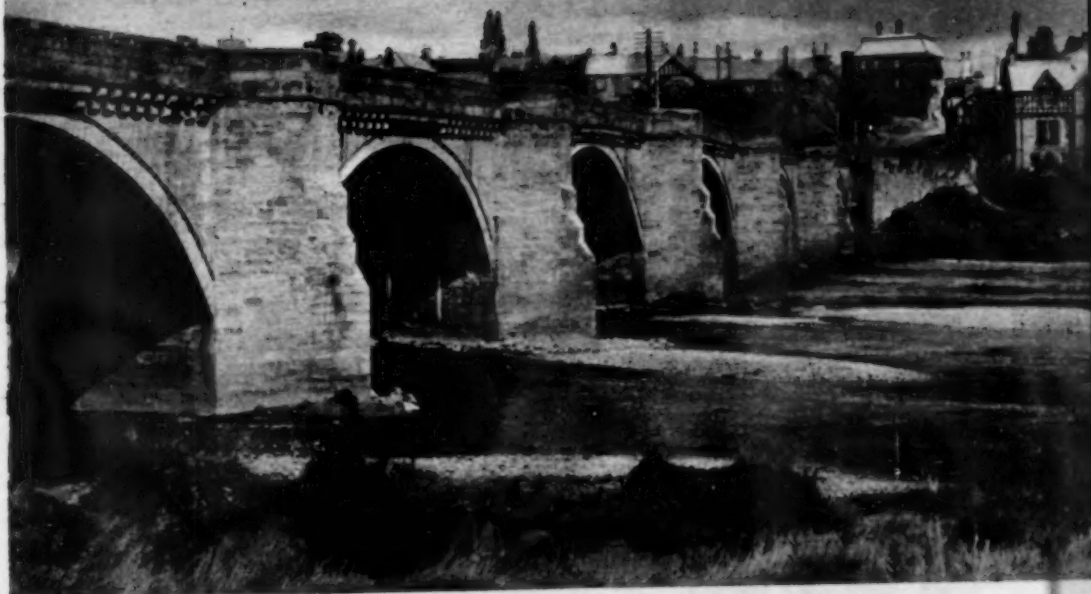
Up to this junction A69 has been working along the valley side in a gentle downward inclination from Heddon. Heddon itself is a mere dot on the map but has a good church with thirteenth-century portions if your taste runs to architecture. From there the road becomes more pastoral and makes easy motoring—broad, well marked and straight-forward though lacking the riparian charms of the opposite side of the valley. In summer it is cool beneath the trees and between hedges flecked with dog roses, vetch and wild scabious, but it has fewer features of direct interest.

Whether you come to the uniting of the roads from the south side or the north, it is worth pausing to look at Corbridge. It is an overgrown village or small town, as you choose, built of grey stone and lying very near the ruins of the Romano-British station of Corstopitum, which was occupied until the end of the fourth century A.D. Though locally popular, it does not seem to be tourist-conscious in the worst sense and makes quite a good halt.

The four miles from Corbridge to Hexham always seem

St. Wilfrid built an abbey at Hexham in A.D. 674. The crypts and foundations still lie beneath the present church, built in the twelfth century.





The fine old bridge over the Tyne at Corbridge, Northumberland. It was the only Tyne bridge to survive the great floods of 1771.

longer than the map indicates because, though modernization has removed many narrower portions of the route, it still retains some individuality. Unfortunately, the river is out of sight most of the way.

The road runs straight into Hexham but anyone who accepts this invitation to run directly through the town is foolish enough to miss Hexham's concealed charms. Except on market days—Tuesdays—when the streets are thronged with farmers, cattle, sheep and the medley of voices animal and human, Hexham's character is hidden from the main road. Just to the north side behind a façade of shops there is a delightful square, frequently redolent of newly baked bread: not the least of Hexham's charms is a reputation for country food. Though the county hall is fifteenth century and the manor office dates from two centuries earlier, the crowning glory of the place is the very lovely priory lying back from the main road at the farther end of the town. Coming from the east in the traffic swirl it is possible to miss the priory.

Incomparable Setting

Preferably, park amid the battered and the shiny cars from all the farms around—the park is most conveniently situated—and take in the priory's incomparable setting. In all the times I have seen it I believe there is no lovelier moment than when autumn leaves carpet the surrounding lawns, misted sunlight picks up gold in the stonework and the trees hang in russet curtains. Guidebooks supply all the details of its individual and noteworthy features, which date to the twelfth century, though legend and tradition combine to trace its origin (but not that of the present building) back to Wilfrid. In fact, Hexham priory is a place to see, to hear and to remember.

The main road out of Hexham passes Hencotes and Quatre Bras and at all costs avoid the left fork or you will end on the moors instead of following the low road amid tall trees on the way to Haydon Bridge. It is still good for driving, of course, while the South Tyne meanders through the valley. One can obtain a good view of it during the

(almost inevitable) pause at the slow but necessary traffic lights in Haydon Bridge, where there is an awkward double turn.

From Haydon Bridge onward, no longer through but past Bardon Mill, it is most pleasant when the woods have their new green, though parts are less easy to drive over until one strikes the new stretch which allows even the driver to take in some glimpses of the wide valley southward. Sections of the road have been straightened and altered quite out of recognition by those who knew it in the past, but soon, I suppose, the grass, wild flowers and saplings will come back to heal the bulldozed cuts in the clay and rock towards Haltwhistle.

Haltwhistle sounds as though it took its name from the railway which plays hide-and-seek with the road all along the valley. In fact, the place has been there for many centuries, as the church testifies, and the name springs from Northumbrian dialect. It should be read "hau-rwizzell," from the dialect *haugh* and *rwizzell*, meaning the meeting of two streams; here the South Tyne, and Caw Burn running down from the Northumbrian loughs. A long straggle of a place, Haltwhistle holds two surprises. For a motorist the first is the sharp left turn over the stream and up a one-in-seven hill, short but unexpected on a generally level road: the other is that Haltwhistle erupts into the valley with a coal mine!

As it draws near its end at Greenhead, the low road and railway come together amid the trees where an engine roaring past one's elbow is startling in such a setting, and finally meet at the crossing called Blenkinsopp, the last point before Greenhead.

This is the end of the low road and the junction with the Roman route that comes slanting down from the tops into the whirlpool of the bankfoot—luckily Greenhead no longer rates as a minor test hill. Arrival there from the low road lacks that perceptible sense of coming to the west from the heights, but at least the journey has passed without that undulating monotony of the Roman road. In fact, it keeps to civilization instead of venturing, as the legions did, to hack a way across the inhospitable fells.

SPORT IN THE DOMINIONS

ALL over the civilized world motor sport is practised in one form or another, in every place where cars exist and the terrain renders it possible. Especially is this noticeable in some of the remoter parts of the British Dominions, where races, trials and rallies are held in conditions which would be considered utterly impossible by most organizers from the homeland—or even from the Continent—and for which the most wildly unsuitable cars imaginable are often pressed into service. It doesn't matter at all; the events are just as much fun as, and, in fact, not infrequently even more fun than, the more highly specialized and organized varieties of the sport which are familiar in Great Britain.

Take, for instance, the reliability trial. In this country the trial has become an extremely specialized business, for which cars are specially constructed and used; and there is a constant argument as to the desirability of this process, and the alleged impossibility of organizing an event in which all types of car can take part. But in Southern Rhodesia, do they bother about such trivialities? Not on your life! The Mashonaland Motor Car Club recently held a trial on farmland near Salisbury (the one in Southern Rhodesia, of course) which appears to have been of

as mud-plugging a character as any of those held over here, and which included gradients of as much as 1 in 3. And all types of car took part, from an enormous Rolls-Royce tourer of about 1923 vintage to a home-constructed American-type Ford Special—something on "hot rod" lines, in fact—and from a bull-nosed Morris Cowley, circa 1925, to a 1951 Jowett Javelin.

Racing, of course, goes on wherever a suitable circuit can be arranged—acrodrome, township, dirt roads, all are in use in one place or another. Australia has her Bathurst and Fisherman's Bend circuits, to name but two; South Africa, also, circuits such as those at East London and Ladysmith, scenes of the exciting incidents depicted in some of the accompanying illustrations. Hill-climbs, speed trials and similar sprint events are also immensely popular, and, in turn, attract many cars which—to say the least—were hardly designed with that end in view.

In many ways it is perhaps true to say that in the remoter corners of the earth, where there are few, if any, regulations governing the sport, the participants get most enjoyment from the events. Be that as it may, there is certainly no lack of the necessary enthusiasm for the continuance of the sport.



Two of the competing cars in the Mashonaland Motor Car Club's reliability trial; the Rolls-Royce tourer and, top, the Ford Special.



A 1900 Oldsmobile taking part in the hill-climb for veteran cars at Burman Drive, Durban.



Below: The 3.7-litre six-cylinder Maserati driven by George Cannell in the 1951 East London Winter Handicap Race lost all chance of victory when an oil pipe broke and oil sprayed on to the hot exhaust manifold.



Scenes from a race meeting held on Snell Parade, Durban, in August, 1951. Miss Isabel Henderson, seen in the left-hand picture cornering at speed in the Fiat Cub, later overturned but escaped unhurt.

Below: An exciting incident during the course of the Ladysmith Motor Races in October last; the Cooper is clearing a competitor who has spun round.



THE AUTOCAR, MARCH 21, 1932

W H I L L E Y
The Cars of Character
E

AT THE GENÈVE SHOW

The Cars of Character



The New alternative six-light coachwork
on the famous Whitley chassis.

W H I L L E Y
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ARMSTRONG & SIDDELEY



Mr. Dealer says:-
"My experience gives me
complete confidence in
CLEVELAND"



NEW CARS DESCRIBED

The long-expected return of Mercedes-Benz to international motor racing will be with this streamlined 3-litre coupé, the 300SL. Three of them will run in the Mille Miglia and at Le Mans.

Mercedes-Benz for Le Mans and Mille Miglia

TYPE 300SL COUPÉ FOR SPORTS CAR RACING

AS forecast in the description of the Type 300S Mercedes-Benz in *The Autocar* of February 22, a team of special lightweight racing coupés has now been produced and will be known as the Type 300SL (*Super Leicht*). They are on a new chassis of 7ft 10½in wheelbase, which is over 19in shorter than that of the 300S. Overall length of the streamlined coupé is 13ft 10½in. The compression ratio has been increased from 7.5 to 8 to 1 and this, with other modifications, has increased the power output from 147 to 172 b.h.p. at 5,200 r.p.m. Maximum torque is 187.5 lb ft at 4,000 r.p.m.

The new chassis frame follows the Mercedes tradition, being made from steel tubes, but is much lighter than the standard frame. The normal suspension layout is used, with double wishbones and coil springs at the front pivoted to allow slight fore and aft movement. At the rear there is independent suspension by swing axles with coil springs. Extra large hydraulic brakes are fitted, with two-leading shoes at the front. Transmission is through a four-speed close-ratio all-synchromesh gear box to a hypoid final drive.

Most startling feature of the beautifully



Although it has a beautifully smooth form the 300SL Mercedes departs from the fully swept tail, usually considered the optimum for streamlined cars, in order to introduce a big rear window giving the driver adequate rearward vision. Access to the interior is by hinging up the side window and part of the roof.

SPECIFICATION

Engine.—6 cyl, 85 x 88 mm, 2,996 c.c., single overhead camshaft. Compression ratio 8 to 1. 172 b.h.p. at 5,200 r.p.m. Max torque 187.5 lb ft at 4,000 r.p.m.

Transmission.—Single-plate clutch. Four-speed, all-synchromesh gear box, hypoid final drive. Gear box ratios 1, 1.45, 2.12, 3.33 to 1. Axle ratios vary according to circuit.

Suspension.—Double wishbones and coil springs with flexible kingpost mounting. Swing axle rear with coil springs.

Dimensions.—Wheelbase 7ft 10½in. Overall length 13ft 10½in, width 5ft 10½in, height 4ft 1½in.

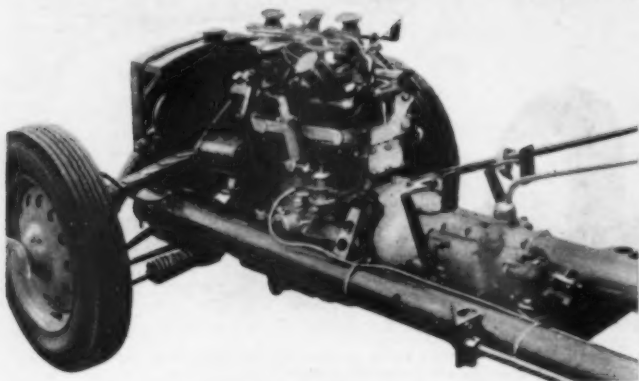
streamlined light alloy coupé coachwork is the absence of doors. Annex C of the International Sporting Code stipulates that there must be one door of a size sufficient to bear a rectangle 40 cm by 20 cm, but on some of the open cars which have run at Le Mans a flap of the right size, hinged at the bottom and opening downwards, has been accepted as giving genuine and direct access to seats within the meaning of the regulations. On the Mercedes, the side windows and part of the roof can be hinged upwards to allow access to the seats, and this would appear to meet requirements. The unorthodox method of entry is facilitated by the low build of the car, which is only 4ft 1½in high overall, and the lack of a conventional door opening in the side of the car enables the designer to save considerable weight in the body structure.

The fuel tank holds 37½ Imperial gallons, of which 2½ gallons are in reserve, and the engine is fed by twin pumps. There is a defroster unit designed to keep clear both screen and side windows, and a heater-ventilator system drawing air from an intake behind the radiator grille generates a slight pressure in the interior of the car. Bolt-on steel disc wheels of 15in diameter are used at present, but it seems probable that centre-lock wire wheels will be used for some events. The track of the new chassis and the weight of the complete car have not yet been revealed.

The first competition appearance of the new cars will be in the Mille Miglia Race in Italy on May 3 and 4, when they will be driven by Caracciola, Lang and Kling. Caracciola is no stranger to this race, as he won it in 1931 driving a Mercedes-Benz SSKL.

NEW RACING CAR

A Single-seater



A view which shows the location of the rack and pinion steering gear between the power unit and the front suspension. The normal dynamo is shown in this photograph but is replaced by a jockey pulley for formula 2 racing.

SPECIFICATION

Engine.—6 cyl, 66 x 96 mm, 1,971 c.c. O.h.v. in hemispherical light alloy heads with vertical and transverse push-rods. Compression ratio 8.5, 9 or 9.5 to 1. 135 h.p. approx. at 5,500 r.p.m. on 9.5 to 1 compression.

Transmission.—Single-plate clutch. Four speed gear box with synchromesh second, third and top. Gear box ratios 1, 1.297, 1.824, 2.918 to 1. Reverse 2.89 to 1. Axle ratios, 3.28, 3.54, 3.7, 3.9 or 4.22 to 1. Spiral bevel final drive.

Suspension and Steering.—Independent front by transverse leaf spring and wishbones. Torsion bar rear with axle located by A-bracket. Telescopic dampers. Rack and pinion steering.

Wheels, Tyres and Brakes.—Centre-lock steel disc wheels with 5.25-16in tyres. Lockheed hydraulic brakes, 2LS at front. Drum diameter 11in. Braking area 147 sq in.

Dimensions.—Wheelbase 8ft. Track 4ft front and rear. Chassis weight without fuel tank or coil cooler 1,064 lb approx.

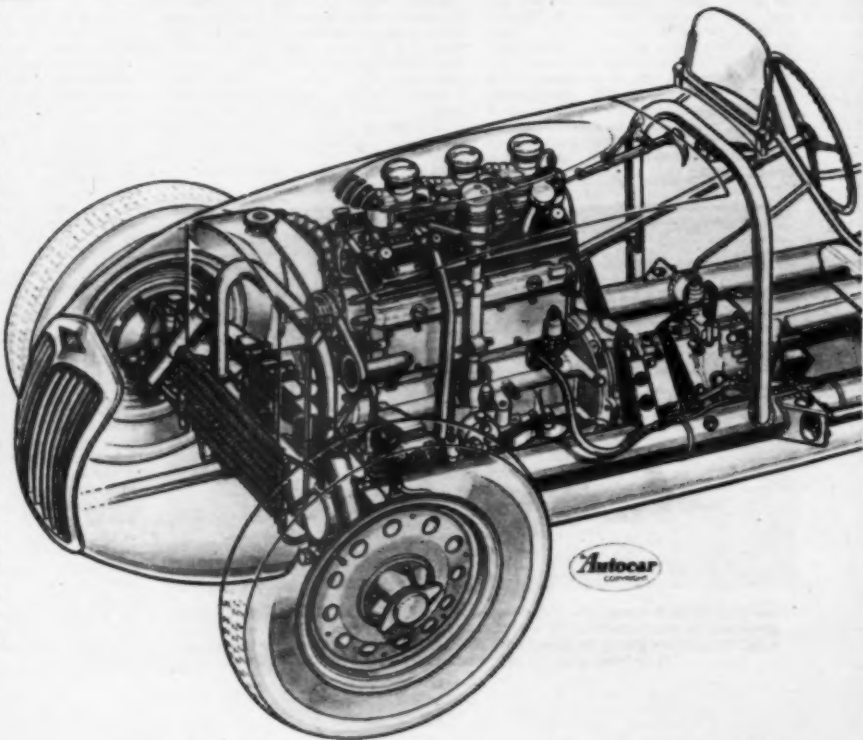
THE first of a limited series of single-seater Frazer-Nash racing cars for Formula 2 events is now being completed to the order of the Scuderia Frazer. This is a new racing organisation started by Peter Bell in association with Ken Wharton, and derives its name from the Frazer-Nash and B.R.A. cars which it will be operating this season with Ken Wharton as the driver.

The new Frazer-Nash makes extensive use of components already employed on the Le Mans two-seater and it was thus possible to complete the first chassis in less than a fortnight. Suspension, steering and transmission are largely standard components, but the frame is entirely new. It is a very simple structure, consisting basically of two straight steel tubes of 4½in diameter and 14-gauge wall thickness, which are cut down in width at the rear and tapered to pass under the rear axle. The main members are joined by three tubular cross-members, one at the front which supports the transverse spring of the independent front suspension, one amidships which is curved downwards to pass under the gear box extension and one at the rear which supports the posts carrying the pivots of the A-

bracket, which locates the rear axle. In addition, there is a light tubular hoop at the front which provides an anchorage for the telescopic dampers and attachment points for the radiator. A similar hoop at the extreme rear end of the chassis frame, just behind the rear axle, carries the anchorages for the rear dampers and

provides support for the fuel tank in the tail. Additional tubular members will be welded on to the frame at intermediate points according to the shape of the individual body.

For the first car A.F.N., Ltd. produced the chassis only, and the body is being built by George Gray, of Emsworth,



Frazer-Nash

FORMULA 2 MACHINE FROM ISLEWORTH

who has made panels and tanks for the B.R.M. and has built the bodies for several other well-known racing cars.

The front suspension and steering assembly are built from standard Frazer-Nash components, with the exception that the transverse front spring is modified to suit the lighter weight of the car. The rear suspension is also standard, but the diameter of the torsion bars has been slightly reduced. The bars are connected to the axle through swinging links and run in grease-packed plain bushes carried in brackets bolted to the chassis frame. Brakes are the normal Frazer-Nash type. They are of Lockheed manufacture, with two-leading shoes at the front and have Al-Fin drums of 11in diameter. Internal cooling is provided by air scoops on the back plates and there is a hand brake at the rear, cable operated.

The power unit and transmission are basically the same as in the Frazer-Nash sports cars, the engine being specially built by the Bristol Aeroplane company to Frazer-Nash specification. The pistons are light alloy forgings and the polished connecting rods are of alloy steel, with



A very short propeller-shaft passes between the pillars supporting the A bracket which locates the rear axle. The frame is tapered to pass under the axle at the rear and at the extreme end carries the tubular hoop to which the dampers are anchored.

integral oil feed to the gudgeon pins. Four copper-lead steel-backed strip-type bearings support the counterbalanced crankshaft. The sump is cast in magnesium and has a capacity of 14 pints.

As installed in the sports cars, this engine delivers 125 b.h.p. at 5,500 r.p.m. on a compression ratio of 8.5 to 1, and the maximum torque is 121 lb ft at 3,750 r.p.m., but it is obviously capable of development to considerably higher outputs, and pistons giving compression ratios of 9 and 9.5 to 1 are available. Interesting results have already been obtained in the course of development work on the test bed at Bristol. Engines

running complete with air cleaners and the equivalent of a six-branch racing exhaust system, but without dynamo or fan, have shown an output of 135 b.h.p. at 5,500 r.p.m. This was on "dope" with the 9.5 to 1 compression ratio.

Obviously some owners who are seriously engaged in racing will try to discover ways and means of increasing the output still further, even if it means sacrifice of reliability, and it is considered that a driver who is prepared to face a shorter engine life in return for peak performance may achieve 140 b.h.p. at 5,750 r.p.m. It is clear, therefore, that this engine, designed primarily for sports cars, offers interesting possibilities of development to higher power and should be capable of giving a good account of itself in this season's formula 2 Grand Prix races.

In the single-seater racing car, no fan is fitted and the

dynamo is replaced by a jockey pulley on a swinging bracket which provides for tension adjustment on the V belt which drives the water pump. On the first chassis the standard coil ignition is retained, current being supplied by a small battery with a sufficient capacity to last the length of a normal race without the aid of a dynamo, but magneto ignition can, of course, be substituted quite easily.

The power unit is supported at four points, with two diagonally placed rubber pads attached to brackets on the chassis frame at the forward end, and two more pads at the rear. The latter are shaped to provide control over fore-and-aft movement and are mounted on the tubular cross-member which passes under the rear extension of the gear box. Movement of the engine under torque reaction is restrained by rubber buffers attached to a torque stay on the bell housing, which bears on a pad carried by a box-section bracket on the chassis frame.

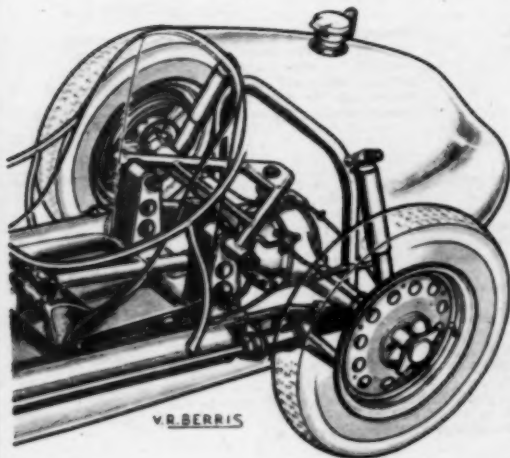
The standard close-ratio Frazer-Nash gear box is used and has a high bottom gear, which, unlike the Bristol first gear, does not have a free wheel. The purchaser has a selection of five standard axle ratios to choose from.

Control

The driver sits centrally above the short propeller-shaft and astride the gear box extension, with the clutch pedal on one side and brake and throttle pedals on the other. The steering wheel is tilted slightly to one side, as the steering column is set at an angle to pass to the right of the power unit, connecting with the transverse rack and pinion steering gear below the front chassis cross-member.

The chassis, complete with radiator but without oil cooler or fuel tank, weighs approximately 9½ cwt and it is expected that the weight of the complete car will be under 12 cwt. The body is expected to weigh about 120 lb.

It will be recalled that, even when running in full touring trim, the Frazer-Nash Le Mans two-seater not only made fastest lap at 88.13 m.p.h. in the Production Car races at Silverstone last year, but also beat the lap speeds of many of the racing cars which ran in the morning heats of the International Trophy Race. The performance of the single-seater version will therefore be awaited with interest, and it is expected to make its debut in the hands of Ken Wharton at the Pau Grand Prix on April 14.



The single-seater Frazer-Nash for formula 2 racing has many components in common with the sports cars but has an entirely new chassis frame with two tubular side members. There is a Serck oil cooler in front of the main radiator.



A Vauxhall pauses by some careful reconconditioning of a group of 14th-century cottages at Finchingfield, in Essex, which has been described by several authors as the most beautiful village in England.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

LUBRICATION DEVELOPMENT

Performance of Synthetic Oils

[64072].—Michael Brown's generally excellent article (February 8) on lubrication too casually dismisses that most interesting development of today—synthetic lubricants. His reason seems to be the economics of first cost. Limiting this discussion to the polyalkylene glycol types that are widely distributed here, let us say they cost twice as much as the petroleum product. But then look at their performance:

A group of fork lift industrial trucks, running about 16-20 hours a day, consistently required major engine rebuilds at 6- to 8-month intervals. This was a record of several years. The engines, about the size of the A.40 Austin, would be condemned when the exhaust fumes and smoke got too obnoxious or if oil consumption reached a ratio that would empty the crankcase before the fuel was used up. The internal condition of the engine was bad—great amounts of sludge, stuck rings, and so on. Two new trucks were started out on Ukon (a trade name) LB170 X. Filters were changed as needed, lubricant was replaced at 6-month intervals instead of the usual 50 to 75 hours. Make-up added as needed. The test was discontinued at 20 months because within days of each other one unit fell from a truck loading platform and the other burned when its operator experimented with flash points by filling the gas tank with the engine running. The engines when taken down had no sludge in the ordinary sense. This experience is not unusual, since we expected 30 months based on published data.

This lubricant has some peculiar properties, for at 0 deg F it meets the viscosity specifications of an S.A.E. 10W oil, at 220 deg a 20, at 300 deg a 20 and at 400 deg that of a 30.

The strong solvent property that it has for petroleum gums and sludges has interesting possibilities. An engine, about to be rebuilt after eight months on petroleum, will improve upon

filling with synthetic and often run another 8-month period. Lubricant must be changed weekly for a time, however, as the filter soon plugs with the dirt loosened and the colour approaches that of tar. This presupposes undamaged rod and main bearings as the art has not yet developed to the point where they have become self-healing.

This type of lubricant has become particularly advantageous to delivery fleets with house-to-house service where the idling time is high. I personally know of two hard-driven 1950 Ford V8s, private cars, that have never used anything else. However, like the shoemaker's child, my car, a 227 cu in six-cylinder with 45,000 miles on it, uses a quart (U.S.) to 400 miles at normal speed and to 200 miles at 40-plus m.p.h. average speed on long trips. Never has it had anything in it but a good grade of mid-continent tube oil without additives—S.A.E. 10W in winter and 40 in summer.

L. A. BENTON.

Bound Brook, New Jersey, U.S.A.

RACING FORMULAE

A Plea for Formula 1 at Silverstone

[64073].—As readers are probably aware, the Royal Belgian Automobile Club have decided to run the Grand Prix of Europe (Francorchamps Spa, June 22) under Formula 1 and we believe that this decision has been much influenced by the fact that B.R.M., Ltd. are now in a position to undertake to bring at least two B.R.M.s to the starting line.

Writing on behalf of thousands of members of this Association both at home and abroad I would appeal through your

CORRESPONDENCE

continued

columns to the organizers of the British Grand Prix—Silverstone, July 19—to provide an opportunity for the B.R.M. to compete in that event by running this race under Formula 1.

This Association would particularly urge this matter owing to the misfortunes in both 1950 and 1951 which B.R.M. experienced at Silverstone. It would be a thousand pities if it is to be recorded that British organizers of a British Grand Prix would not open the door for a British racing car to have the opportunity of re-establishing itself.

WALTER L. HILL,

Hon. Organiser, British Racing Motors Association.
London, W.1.

Premature Abandonment of Formula 1

[64074].—I would like to crave space in your valued journal to plead the case for loyalty by race organizers both in this country and on the Continent to the F.I.A., who have laid down that the present Formula 1 should finish in 1953. What good purpose can the F.I.A. serve, and how can any organization get down to producing a car for Formula 1 if, after three years of its existence, it should be abandoned?

In particular, of course, I plead the case of the B.R.M. and for continued support of that valiant *équipe* from Bourne.

Totnes, South Devon.

K. D. EVANS.

OVERNIGHT STREET PARKING

Stiff Premium Increase Probable

[64075].—In reply to [64043] it is not absolutely certain that an insurance company would repudiate a claim for loss by theft in the circumstances mentioned. Each case would have to be considered on its merits and the appropriate policy condition states that the insured shall take "all reasonable steps to safeguard from loss or damage." What constitutes reasonable steps is a matter decided in the particular circumstances of each case.

If an insurance company were told at the inception of the policy that no garage facilities were available, it is almost certain that they would require a very much increased premium or, alternatively, would refuse to grant theft cover.

If any of your readers are unable to obtain theft cover in such circumstances, they would be well advised to consult an insurance broker.

R. A. RUSHTON.

Watford, Hertfordshire.

FREEZE-UPS

Absorbed Air a Potential Chiller?

[64076].—I was interested in The Scribe's reference to the (alleged) ability of water which has been heated to freeze more readily than other water (March 7). Having had no proof that this does actually happen, I have always been inclined to regard the whole thing as an "old wives' tale."

If this phenomenon does, in fact, occur, the only operative factor I can think of is that cold water has minute air bubbles in it, whereas heated water has had all the air removed. Is it possible that during the cooling process, and the consequent re-absorption of air bubbles, the air absorbed (being of freezing temperature) is capable of freezing the liquid quicker than the surrounding temperature could affect the air in water already cold? It seems a far-fetched theory to me.

Perhaps some of your readers who are fortunate enough to possess refrigerators could experiment with suitable receptacles (not glass, of course!), each containing water of various temperatures, and observe how long it takes for the contents of each one to become solid.

J. HUTCHINGS.

London, N.7.

THE BUDGET

Why no Tax on Bicycles?

[64077].—Amidst all Mr. Butler's wisdom, what short-sighted folly to increase the petrol tax again! Apart from penalizing the already overburdened car owners, and the disabled, for very many of whom their transport is a necessity for livelihood and not a luxury, the increase inevitably means a further rise in the cost of living for everyone. As already proved after the last petrol increase, heavier freight charges mean higher prices for all consumer goods from vegetables to valuable exports (whose overseas markets are already diminishing because of uncompeti-

tive prices). Passenger transport services will seek to raise fares again, even Government cars will cost more per ministerial mile to the taxpayer—all leading to the clamour for higher wages and so on up the vicious spiral of inflation.

Since, however, the money must be found, to revive an unpopular suggestion—what is the real objection to a licence to ride a bicycle? This need not entail registration plates, tests, and suchlike; the administrative organization already exists as for radio, T.V. and dog licences, and ten shillings a year could hardly be grudged by the many who are unaffected by fare increases or fuel costs. It might help to keep foolhardy youngsters off dangerous roads, and could not part of the tax at least contribute to the road repair fund? Londoners in particular are now paying dearly indeed for riding on what must be some of the worst roads in the U.K. or even Europe. Be fair, Mr. Butler—try it for a year and see if you cannot reduce petrol by 1s 3d a gallon.

P. ABBOTT.

London, S.E.21.

[The point is not easily appreciated, but the Chancellor is not so much budgeting for more money (last year's conventional surplus was a comfortable one) as to stop people from spending their money on goods that would otherwise be available for export. For this purpose, the increased costs arising from the petrol tax fulfil requirements by extracting more money from the public without increasing the consumption of goods.—Ed.]

LIGHTS IN FOG

Colours and Wavelengths

[64078].—Although some months have elapsed since the problem was discussed in your journal, may I be permitted to try to elucidate two points which arise from the subject of the correct colour for fog lights?

The size of the pupil of the eye is of secondary importance, since the reaction of this structure parallels that of our retina—i.e., in daylight the retina is most sensitive to yellow-green light of wavelength 5,550 Å, while in dark conditions the colour is blue green, at wavelength 5,070 Å. These wavelengths are thus the most effective in constricting the pupil! Hence intensity of illumination is the most important factor here.

Theoretically a yellow light should be better than a white one, since, in accordance with the Tyndall phenomenon, light of short wavelength, such as blue, is most scattered when passing through particles such as fog, while the longer wavelengths, such as yellow or red, are allowed to pass through without scattering. This is why white lights appear yellow or red when seen from a distance through fog.

Thus it would appear that a yellow or red light, suffering little or no scattering, would minimize that "wall of light" which disturbs vision when head lights are switched on in a fog, and which is caused by light scattered by the particles and reflected back off them.

Hence it would seem that there are two requirements for a fog lamp: A light of sufficient intensity to provide enough illumination of objects so that we can see them some distance away, and a light of long wavelength such as yellow or red, so that it contains no short-wavelength light which will be reflected back off the fog and interfere with vision.

Victoria, Australia.

(Dr.) G. MAXWELL STUBBS.

ROAD-HOLDING

A Return to the f.w.d. Debate

[64079].—It seems that Mr. J. N. Morris [64029] and Mr. C. W. Carr [64030] have misunderstood my letter [64006] to some extent, no doubt owing to its compressed character. What I wanted to put forward is this.

The popular theories regarding the blessings of f.w.d. are doubtful as they lead to contradictions. For instance, most people believe that the pulling front wheels give a considerable increase in cornering power ("the nose of the car is wrenched into the corner," as one correspondent put it). But very few are willing to draw the logical conclusion that there must be a corresponding considerable reduction in cornering power on the overrun. Further, it is often stated that a r.w.d. car under power is liable to gyrate because the power is acting behind the centre of gravity. But no one wants to admit that a f.w.d. car on the overrun should have the same tendency. On the contrary, thousands of f.w.d. car owners testify that their cars corner well on the overrun and have no liability to gyrate. This must lead to the conclusion that the popular theories are mainly erroneous. It seems that f.w.d. contributes very little to the

CORRESPONDENCE

continued

road holding in comparison with suspension and weight distribution. I have asked the maker of a *marque* of sports and racing cars, famous all over the world for their road-holding, and he has confirmed my opinion.

To sum up: theories have to be treated with great scepticism. It is practice that tells. I am a great admirer of f.w.d. cars (I drive such a car every day), but I honestly cannot find that they are superior to well-constructed r.w.d. counterparts. I have been driving cars in a sporting way for more than 20 years, and I prefer a good r.w.d. sports car under really trying circumstances, such as convex roads covered with wet ice in hilly country (we have this state of affairs for several months a year here in Sweden). Of course I realize that my judgment must be subjective, but I find that my opinions are confirmed by race and rally results.

In reply to Mr. Carr I should like to say that the "suicidal approach," i.e., entering a corner fast and accelerating through it, is in direct line with a rule, widely accepted among f.w.d. drivers: "If you get into trouble in a corner, step on the throttle and everything will be all right."

This is a rather dangerous rule with powerful cars and slippery roads.

At any rate, the discussions of the pros and cons must not overshadow the great fact: there is no finer sport in the world than driving a good car, be it f.w.d. or r.w.d.!

Stockholm

BENGT LOF.

THAT LILY

Protest at a Misquotation

[64080].—Besides being a keen reader of *The Autocar* and an ardent lover of motoring (although I have failed in my test), I am one of those to whom a misquotation is a source of horror.

I refer to the otherwise excellent article entitled "Gilding the Lily" (March 7). Shakespeare wrote "To gild refined gold, to paint the lily" (King John, Act IV, Sc. II) and a misquotation of his works (or those of any writer) is, to my mind, as bad a solecism as driving down Piccadilly with racing numbers up! I hope that Mr. Houlding will forgive me for this.

MORAR ORR-EWING.

London, S.W.7.

[Our correspondent is so disarming that we accept the criticism, although we were aware of the inaccuracy of the quotation. It is, we feel, permissible on the grounds that long (mis)-usage has sanctified it!—Ed.]

MOTORING IN MALAYA

Dodging Bullets in Hostile Country

[64081].—The photographs may interest your readers as they show how rubber planters motor these days! The Ford V8, about 1948 vintage, is armoured all round and a test shot from a 0.303 rifle bullet at a range of 30ft dented the armour plate quite severely but failed to penetrate.

One planter who survived an ambush, although wounded in the arm from Sten gun bullets which came in through the open window, stated that the most disconcerting experience was caused by the almost spent bullets which ricocheted around inside the

car like any hornets, and which unfortunately severely bruised the passenger.

The 1950 Vanguard is not armoured, speed and manoeuvrability being relied upon to keep out of trouble. This car is fitted with the overdrive and covers long distances without fuss and with great economy.

On four occasions up to the present it has covered distances of over 400 miles in less than 12 hours, including reasonable stops for meals, and towing the trailer with its 1,000 c.c. racing Cooper.

The nice condition in which the cars are kept is a tribute to the Malay drivers, who wash them each day, aided by the remarkably dust- and tar-free roads throughout Malaya. Tar-spotting is much more prevalent in England despite the higher temperatures out here. Perhaps the high humidity is the answer.

Tanjong Rambutan,
Malaya.

J. G. M. FERGUSON.

SKIDDING

Tyre Contacts in the Wet

[64082].—In your recent article "How Skids Are Caused" (February 29), no mention appears to have been made of the effect of tyre pressures on adhesion to wet surfaces.

There appear to be two schools of thought concerning this factor. The first claims that the greater the tyre pressure, the smaller the contact area and consequently the greater the expulsion of the moisture film, and the second that the lower the tyre pressure the greater the contact area and consequently the greater the adhesion.

I have heard convincing arguments in favour of both and would be interested to hear what other readers think.

London, W.C.1.

R. R. JORDAN.

TIMBER

No Shortage of Veneers

[64083].—In the article "Matters of Appearance," in your issue of February 22, the following paragraph appears: "At one time every car, probably without exception, had polished wood for the fascia, garnish rails and window surrounds. The present fashion, except for coachwork de luxe on the larger and more expensive chassis, tends to metal pressings, often with the same finish as that used for the exterior. There are various reasons for the change, amongst them being the all-important matter of cost, shortage of timber veneer, and a dearth of skilled craftsmen."

Whatever the reasons for the change from wood to metal pressings in interior trim, a shortage of timber veneer is not one of them, for there are large and varied stocks available.

I feel also that the writer of the article might well have made the point that solid wood or veneered interior trim has the advantage of individuality, for no two pieces of wood are exactly alike.

P. L. MONEY.

Deputy Director, Timber Development Association.
London, E.C.4.



Motoring in Malaya (letter 64081): An armoured Ford V8 outside a bungalow—the posts on the left support the bungalow's own armour plate, and a Standard Vanguard (with 1,000 c.c. appendage) which relies on "running the gauntlet."

Too good to 'miss'...



SMITHS

K.L.G.

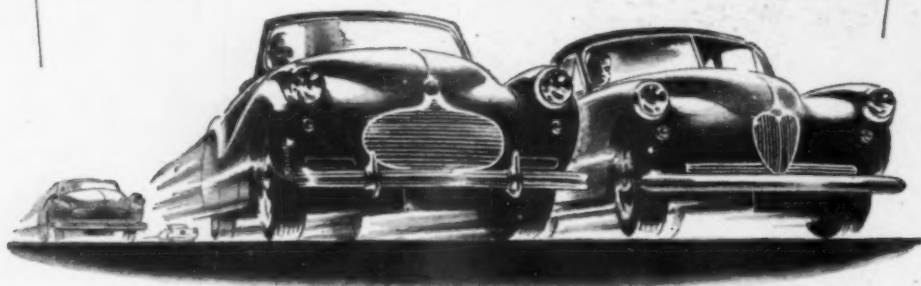
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THE MASTERPIECE IN OILS



An entirely new sports car with V-eight engine in a light unit structure, the Fiat 8V has everything needed for high performance: high power, low weight, smooth shape and low frontal area. The streamlined coupé seats two.

Fiat V-eight Sports Car

NEW HIGH-SPEED 2-LITRE COUPÉ

ONE of the most interesting new models at the Geneva Show which opened yesterday, March 20, is an entirely new Fiat sports car with an overhead valve V-eight 2-litre engine.

Fiat no longer takes part officially in international racing, although the com-

pany won international fame in the early days of motoring, when such drivers as Vincenzo Lancia, Felice Nazzaro, Bordini, Cagno and Salamano (who now has an important position on the development side of the Fiat company) made great reputations. The company did, however,

produce limited numbers of the famous 1100S streamlined sports coupé just after the second world war and subsequently supplied parts from which the Cisitalia and Siata sports and racing cars have been built. Now Fiat returns to the international sports car market with a beautifully streamlined two-seater coupé which is said to reach 124 m.p.h.

The engine is a narrow angle V-eight unit with overhead valves and a swept volume of 1,996 c.c. It is an over-square type with bore considerably greater than the stroke and is designed to run safely at relatively high revolutions. Maximum power claimed is approximately 110 b.h.p. at 5,600 r.p.m. and, with this engine mounted in a very light unit construction coupé said to weigh only 1,984 lb., the resulting performance will undoubtedly be something quite out of the ordinary.

As on their previous sports car, the 1100S, Fiat have resorted to careful streamlining to raise the maximum speed as high as possible. The frontal appearance is unusual, because the main head lamps are incorporated in the big oval radiator grille, while the subsidiary anti-dazzle lamps are set high in the wings. The use of unit construction in sheet steel for body and chassis is an unusual feature for a high performance car to be made in limited numbers; inner structure and outer panels are welded together to form box section members. Also the new car has independent suspension of all four wheels. Articulated parallelogram linkages are used at front and rear, with helical springs enclosed in oil-filled light alloy casings which also house the dampers, an arrangement similar to that used at the front of the 1100.

FIAT 8V BRIEF SPECIFICATION

Engine: 8 cylinders in V. 72 x 61.3 mm, 1,996 c.c. 110 b.h.p. at 5,600 r.p.m.

Dimensions: Wheelbase 7ft 10½ in. Track 4ft 2½ in. Weight 1,984 lb.

ANTIPODEAN G.P.

UNDER a blazing Antipodean sun, in perfect racing conditions, the small silver-coloured Cooper-Norton of Arnold Stafford came home in 1h 10m 28s to win the recent 70-mile Ohakea Trophy Race, star event in New Zealand's motoring calendar. Honours for the fastest time went to veteran driver George C. Smith, of Auckland, at the wheel of his rapid, if primitive-looking, Gee Cee Ess Special; he was awarded, also, the £200 Selwyn Milesworth Cup.

The day's racing, organized by the keenly enthusiastic Manawatu Car Club, included a race for stock saloons and a sports car event.

The main event, formerly known as the New Zealand Grand Prix, was started on a handicap basis, to give spectators—and competitors—a more exciting finish. First man away, Jack Kennedy, was driving an Austin Seven special, and was followed by a Bristol 401, the only saloon car in the race, a "Singford," an H.R.G. and a supercharged M.G. TC. Next went a supercharged ex-works Austin Seven, Ewen Faulkner's Morris-V8, Fordy Farland's Singer-Buick special, the ex-Winterbottom Cooper driven by Stafford, and fitted for the race with a Norton engine, and, after a 1,100 c.c. Cooper-J.A.P., R. G. Sutherland shot noisily away, clinging to his practically springless Jeep Midg—quite unlike the whispering Jaguar



An interesting car which took part in the Ohakea event in New Zealand was the Logan Special. This car, which won the 1950 New Zealand G.P., incorporates a Mercury V-eight engine with Edelbrock cylinder heads, while the transmission line is off-set by a short chain drive to lower the seating position.

of C. H. Chatteris. At the rear of the field were a Type 35 Bugatti, the Logan Special, and the 4C Maserati of Tom Sulman.

After ten laps the Bristol, driven by K. B. Ansley, was heading the field, with Pat Hoare's H.R.G. just behind it. But in another five laps, Stafford began to come into his own, manoeuvring the Cooper-Norton into fourth place, while a little farther back rubber was beginning to fly as Tom Sulman tried to urge his Maserati past Smith's Gee Cee Ess. The latter, however, shot ahead, and nose to tail the Maserati and the G.C.S. sped round the track, being timed at 123 m.p.h. over the half-mile straight.

Up front, the Cooper had taken the

lead, cornering as if it had been born to the track, while Shuter's Allard was lying well back in second place. With Bristol and H.R.G. in third and fourth places, the result seemed assured; it remained only to see whether Smith and Sulman could overcome their handicaps sufficiently to finish in placed positions. But Stafford's Cooper increased its lead, and although the Gee Cee Ess was flying, with the Maserati just behind it, Frand Shuter still held second place with his Allard when the chequered flag fell to Arnold Stafford's Cooper-Norton.

RESULT

1. Cooper-Norton (A. Stafford); 2. Allard 22 (F. Shuter); 3. Gee Cee Ess 501 (G. C. Smith); 4. Maserati 4 (Tom Sulman); 5. H.R.G. (Pat Hoare); 6. Bristol 401 (K. B. Ansley); 7. Bugatti Type 35 (H. Roycroft).

"THE AUTOCAR" READERS' SERVICE

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

Fitting an Oil Pressure Gauge

I want to fit an oil pressure gauge. I have been told by some people that it is easy and by others that the engine must be stripped down. Is it really difficult, and where should the take-off be drilled?
Birmingham, 5. A. R. A.

IT may be necessary to contact the car manufacturer to find out the position of the main oil gallery, which is where the drilling should be made. On some cars, however, there may be external pipes taking oil under pressure to the rocker or camshaft bearings, which make the job more simple.

If the main oil gallery has to be drilled, the only absolutely safe way to avoid filings getting into the oil is to dismantle beforehand. However, many gauges have been attached without harm by clearing the filings away as drilling proceeds and, as the hole is made, running the engine to squirt out oil. This should remove the last filings, but the element of risk must be realized.

Measuring Gradient

I have always understood that gradient expressed as "1 in x" meant one foot in height for every x feet in a horizontal direction. However, in your "Practical Testing" article, in the January 18 issue, the author said that it means one foot vertically for every x feet measured along the sloping ground. Which is correct, for there must be quite a difference in measuring the steeper hills?
Bristol. C. F. J.

BOTH methods of measuring gradient are in use, but the one quoted in this journal is that generally used by road and railway engineers. With normal gradients of, say, up to 1 in 4, both methods give similar results. For example, 1 in 4, where 4 is the horizontal distance, represents an angle of approximately 14 degrees. If 4 is the distance up the gradient the angle would be about 14.5 degrees.

Cars and Income Tax

I have for some years been granted an allowance in respect of the use of one car for business purposes, and in January, 1949, bought a second-hand car for £580. I continued to use my old car for business purposes, and claimed the appropriate allowance for it. In April, 1950, to coincide with the beginning of the income-tax year for convenience, I decided to use the newer car entirely for business, and to claim the appropriate allowances for it.

I had, in fact, been using it partly for business during the previous year.

Now, having received a list of allowances from the income-tax authorities for the year April, 1950-April, 1951, I find that while they have noted an initial allowance of £116 for the purchase of the second-hand car in 1949, it has not, in fact, been granted because the car was used for private purposes (on paper, at least) only, for 12 months after its purchase.

Surely, as the car was purchased originally with the intention of using it for business, and was eventually brought into business use, that initial allowance still stands?
Bangor, Caernarvonshire. A. McD.

THE claim for the initial allowance is optional, but it can in any case be given only for the year in which the car is purchased (1948-49 in this instance) and it cannot be carried forward to the year in which the car is first used for business purposes. The Income Tax Act 1945, Part II, section 14, covers this.

In view, however, of the Finance Act, 6th Schedule, section 6 (2c), it would seem that the Revenue are incorrect in deducting the initial allowance as a notional allowance (this appears to be what has been done), and this results in a reduction of the wear and tear allowance for 1950-51 on the second-hand car, used for business in that year, unless you can prove that the second-hand car was, in fact, used for business as well as the other car, when you will be entitled to a proportion of the initial allowance in question. You could ask the Revenue their authority for deducting the initial allowance as a notional allowance.

Cold Starts v. Wear

As it seems to be accepted that the frequent cold starts, usually inseparable from car use restricted to short journeys, cause a great deal more wear than the same mileage over fewer journeys, what can people like doctors do to reduce the harm when forced by business into frequent short trips?
Okehampton, Devon. E. P. J.

THE two things to remember always are to get the temperature up as quickly as possible and keep it up as far as is possible.

Simple methods are as follows: blank off the radiator when starting up first thing in the morning, and throw a rug over the bonnet when the car is left outside a house. Use the choke for the absolute minimum of time and change oil

at least as frequently as recommended by the makers (to reduce dilution caused by the combustion mixture running down the cylinder walls into the sump). A detergent oil is useful.

More elaborate methods would entail fitting a radiator thermometer and a hand-controlled blind for the radiator. Check from the makers the ideal temperature for the engine and adjust as necessary to maintain this. Disconnect the fan if the thermometer indicates the desirability of doing so.

Driving methods help a great deal. Use the gear box so that at all times the engine does not do a great deal of work on low revs; never let it slog.

Altering the Ratio

I have a 1947 car which I find fairly satisfactory except that it appears to be too low geared for most of my solo running. I wrote to the manufacturers about fitting an overdrive, but they were rather unhelpful in this matter and suggested fitting a rear axle with a 4.27 ratio, which they would give me in three months' time. I should be glad to have your opinion as to whether to make the change or not. Most of my work is fairly level running but sometimes I tow a horse box.
H. McE. G.

Co. Westmeath, Eire.

IT is doubtful whether you will be able to obtain a suitable overdrive transmission that can be fitted to your existing gear box, as it is usual to arrange the gear-box casting to provide suitable attachment lugs. Change of back axle ratio would no doubt give the result that you require, but bearing in mind that the car is occasionally used for towing you might compromise by fitting oversized rear tyres, if the rims and wheel arch clearances will permit.

Rotten Woodwork

I have a 1934 car of which the coachwork has started to decay rapidly. After I removed an accidentally damaged wing the screws would not bite when I tried to put it back, and I now notice that the wooden frame of the body is rotten in many other places. Can you give me any advice?
Canterbury. M. R. H.

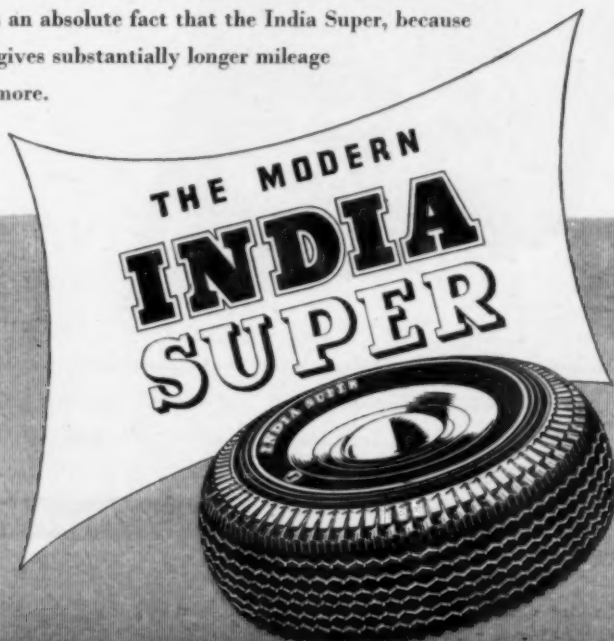
WHEN a body of this type decays like this there is very little which can be done except for extensive rebuilding or just patching up. In your case a new wheel arch should be fitted, but when any odd screw cannot get a proper grip it is sometimes possible to use a bolt and sandwich the bad wood between two plates.

In less severe cases, thicker and much longer screws, inserted in long Rawlplugs or plugs of wood, may be used. Where there is a rotten patch, both this and the neighbouring woodwork should be treated with a good wood preservative.

Incidentally, readers purchasing old cars should pay attention to this aspect of a car's condition. Looseness in door hinge fastenings, and so on, may often be traced to rotten wood which refuses to co-operate in holding the car together, causing endless trouble.



In tyres, as with most things, it pays to buy what is generally accepted to be the very finest quality because the tyre that is better designed and better constructed must last longer and thus cost less in the long run. Experienced motorists will tell you that although all British-made tyres are good, it is an absolute fact that the India Super, because it is a quality tyre, gives substantially longer mileage though it costs no more.



" THE FINEST TYRES MADE "

Going Away?

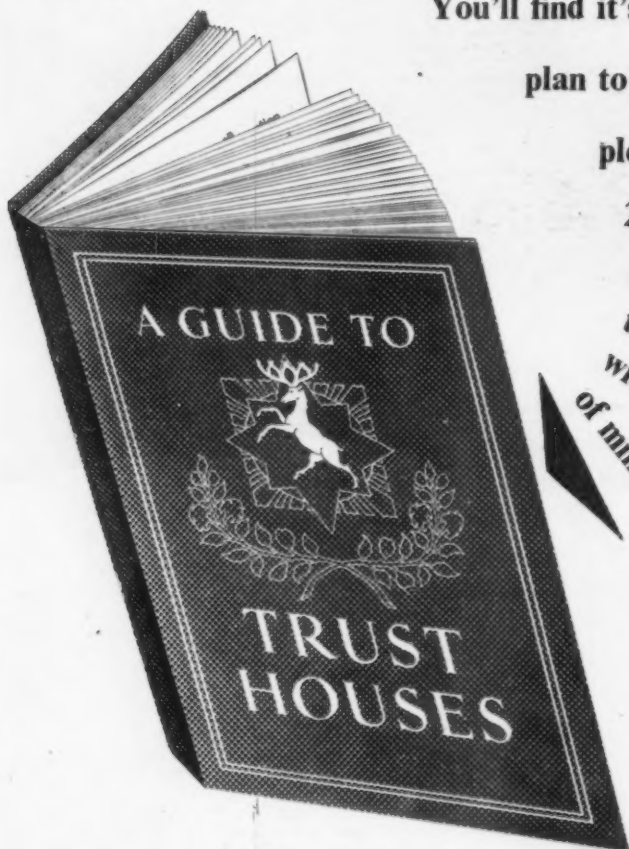
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H. D. Pritchard, who took second place in the 1½-litre class in the Mid-Cheshire C.C. Spring Sporting Trial with his Ford Special, is here seen climbing Old Hall.

THE SPORT

by J. A. COOPER

ON the whole, I think most motoring enthusiasts will agree with me that the Budget dealt with us reasonably lightly, and more so than might have been expected. There is no use blinking the fact that the country is in the throes of a major economic crisis, and nobody is going to benefit very much under circumstances such as these; but, by and large, we shall not really be worse off than we were before. Admittedly, petrol has gone up in price yet again, which is a sorry thought; but it is still cheaper, you know, than the same indispensable commodity in most of the Continental countries; Holland is one of the few exceptions.

On the credit side of the ledger, we have the income tax remissions, which will do something to alleviate all our sorrows, we have the flat-rate car tax now applied to all cars (although at an increased rate compared with that operating at present) which will enable people to continue to run their vintage Bentleys and Mercedes at a slightly less astronomical rate of annual expenditure, and we have at last the long overdue reform in the entertainment tax rates on race meetings.

It has long been a source of irritation, annoyance and what have you that the spectator at a motor race has paid entertainment tax at a higher rate than his less-enlightened brother, the summit of whose ambition was a football, cricket or boxing match! Now all these various forms of sport have been brought to the same taxation level, which cannot fail to benefit our particular branch of the sport considerably. I don't mean that you will immediately find that the admission charges at race meetings are dropped by any great percentage; there are various urgent claims on any surplus *argent* which may accrue as a result of this decision, one of them being the provision of better terms at the major races for British competitors, and another being the obvious one of im-

proving the amenities for spectators. But in whichever way the money is spent, the spectator will benefit, either directly or indirectly, and the breathless financial gamble of organizing a large meeting will have its odds at least slightly reduced.

It has now been definitely decided that the German Grand Prix, to be run at the Nurburgring on August 3, will be for formula 2 cars, thus falling into line with the general trend of events this season. It is, of course, a pity in several ways; but, as I have said before, the organization of a formula 1 race this year is a chancy business, as Alfa Romeo are very unlikely to compete, and Gordini certain not, in formula 1. This brings the struggle

to Ferrari versus B.R.M. and, much as we all hope that the latter will have overcome its troubles this year, the Continental race organizers cannot be blamed for feeling a certain degree of scepticism at the present moment. Moreover, as far as Germany is herself concerned, she has no active participants in formula 1 racing, whereas both A.F.M. and Veritas, not to mention sundry specials, will defend the honour of the fatherland in the 2-litre class.

Veritas are reputed to be building a new car for this season's formula 2 races, and there is a possibility that Toni Ulmen will drive it in the B.R.D.C. race at Silverstone on May 10. Hans Stuck will continue to be seen at the wheel of the extremely fast but hitherto rather unreliable A.F.M., and will also compete in sports car races with the Porsche coupé of the latest type.

THE list of invitations to the Le Mans 24-hour race on June 14-15 has now been issued by the Automobile Club de l'Ouest, and very interesting it is, too. There is every prospect of a really terrific battle this year, and Jaguars will certainly have to fight to retain their supremacy. With three cars in the field (and a fourth among the reserves), they have to contend with three Cunninghams, which should from all accounts be both faster and lighter than last year, two Allards, four Talbots, two Nash-Healeys, and five 4.1-litre Ferraris; then the 3-litre category contains the works team of streamlined coupé Mercedes (see page 365), three DB3 Aston, two Pegasos, and two works-entered Alfa Romeos of a new type. In addition, there are sundry smaller Ferraris and Gordini's new cars, one of which is a 2½-litre and the other a 2-litre, which will be very fast indeed for their size.

In the 2-litre class there are also two Frazer-Nashes (probably those of J. R. Stoop and R. F. Peacock), two works-entered Lancia Aurelias and the third official Alfa, a 1900 S. The Jupiters are going to have their work cut out to defend the 1½-litre class against the onslaughts of Osca and Porsche, and there is the usual spate of very fast small French Renault and Panhard-based machines. Certainly, this will be a remarkable race, both as a spectacle and from the technical aspect.

COMING SHORTLY

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|---|---|
| <p>MARCH 21.—Singer O.C. Annual dinner and dance, The Pavlovs Arms, London, S.W.1, 7 for 7.30 p.m.</p> <p>21.—Vintage S.C.C. (Midland Region) Annual dance, George Hotel, Solihull, Warwickshire.</p> <p>22.—Sunbac. Colmore Trophy Car Trial, Shipston-on-Stour, Warwickshire, 9.30 a.m.</p> <p>22.—B.A.R.C. Members' meeting, Goodwood, Sussex, 2 p.m.</p> <p>22.—Bentley Owners' Club. Social evening, Denbigh Arms Hotel, Lutterworth, Leicestershire, 7.30 p.m.</p> <p>22-23.—A.C. Owners' Club. Night Trial, Grove Hall, Twyford, Berkshire, 10 p.m.</p> <p>22-23.—Vintage S.C.C. Pomeroy Memorial Trophy Competition, Silverstone, Northamptonshire, 12 noon.</p> <p>23.—M.G. Car Club (N.W. Centre). Cock-shoot Cup Trial, Railway Station, Llanfyllin, Montgomeryshire, 11 a.m.</p> <p>23.—West Hants and Dorset C.C. Hartwell Cup Trial, Grosvenor Hotel, Swanage, Dorset, 12 noon.</p> <p>23.—Morgan 4-4 Club. Map-reading rally, Oxford Airport, Kidlington, Oxfordshire, 1 p.m.</p> <p>23.—Thames Estuary A.C. Anniversary Rally, Queens Hotel, Westcliff-on-Sea, Essex, 10.30 a.m.</p> <p>23.—Berkhamsted M.C. and C.C. Winwood Cup Trial, Kings Arms Hotel, Berkhamsted, 2 p.m.</p> | <p>23.—Cerman M.C. Social run, Comet Hotel, Barnet By-pass, Hatfield, Hertfordshire, 2.15 p.m. (visitors welcome).</p> <p>23.—M.G. Car Club (S.E. Centre). Chilterns Trial, Bridgewater Arms, Little Gaddesden, Hertfordshire, 10.30 a.m.</p> <p>23.—East Anglian M.C. Driving tests, Earls Colne aerodrome, near Halstead, Essex.</p> <p>23.—Harrow C.C. Film show, Tithe Farm Hotel, Alexander Avenue, South Harrow, Middlesex, 7.30 p.m.</p> <p>25.—Midland A.C. Annual dinner and dance, Grand Hotel, Birmingham.</p> <p>28-30.—Bentley D.C. Eastbourne rally.</p> <p>28.—Hants and Berks M.C. Annual general meeting, New Inn, Eversley, Hampshire, 8 p.m.</p> <p>29.—Witton 100 M.C. Sprint trial meeting, Rhylwynn, near Mold, Flintshire, 1 p.m.</p> <p>29.—British Automobile Racing Club. Dinner-dance, Hyde Park Hotel, Knightsbridge, London, S.W.1, 7 for 7.30 p.m.</p> <p>30.—Alvis O.C. (Midland Section). Annual general meeting, Six Hills Hotel, near Leicester.</p> <p>30.—Warrington and D.M.C. Social run, Bridgefoot Garage, Warrington, Lancashire, 2 p.m.</p> <p>30.—West Essex C.C. Chelmsford Speed Trial, Boreham circuit, near Chelmsford, Essex, 10.30 a.m.</p> <p>31.—April 5.—R.A.C. International Rally of Great Britain, starting points Scarborough and Hastings.</p> |
|---|---|

THE SPORT

continued

Among the air trips in course of organization to the race for spectators from this country is that of Olley Air Services, Croydon Airport, Surrey. Another scheme, involving the hire of two 32-seater Dakotas, is being arranged by M. Monaghan, c/o The Brevet Club, 11, Chesterfield Street, London, W.1; both of these trips will leave England on Saturday morning, returning Sunday night.

ENTRY LIST

Cunningham 5.426; B. S. Cunningham (3 cars).
Allard 5.428; S. H. Allard (2 cars).
Talbot 4.482; Automobiles Talbot; A. Chambas*, P. Levegh*, P. Moyrat*.
Healey-Nealey 4.441; Donald Healey Motor Co., Ltd. (2 cars).
Ferrari 4.181; L. Chinetti (2 cars*); L. Rosier, P. L. Dreyfus, Automobiles Ferrari.
Jaguar 3.442; P. D. C. Walker*; Jaguar Cars, Ltd. (2 cars).
Mercedes 3.886; Daimler-Benz A.G. (3 cars).
Alfa Romeo 3.854; Alfa Romeo S.P.A. (2 cars); 1.191 c.c.; Alfa Romeo S.P.A.
Aston Martin 3.970; Aston Martin, Ltd. (3 cars**); 2.558 c.c.; N. H. Mann*, P. Clark*.
Porsche 2.514; L. Costain; S. Fabrega.
Ferrari 2.502; C. Moran*.
Gordini 2.588; A. Gordini; 2.000 c.c.; A. Gordini.
Morgan 2.588; R. Lawrie*.
Lancia 1.991; Lancia and C. (3 cars).
Frazer-Nash 1.971; Frazer-Nash Cars, Ltd.*; Mrs. P. M. Trevelyan*.
Singer 1.487; Singer Motors, Ltd.
Porsche 1.468; Porsche A.G.*; 1.600 c.c.; Porsche A.G.
Jowett 1.466; M. Beccart; Jowett Cars, Ltd.
Osca 1.343; Automobili Osca.
Bugatti 1.286; A. Constantin.
Simca 1.091; N. Male*.
Fiat 1.091; Scuderia Ambrosiana*.
Panhard 851; Automobiles Panhard (2 cars); 812 c.c.; Monopole-Pony*.
Renault 747; R.N.O.R. (2 cars*); J. Lecas*, J. E. Verdu*.
S.A.V.A.M. 746; A. Lechaise; R. Guillard*.
D.B. 745; Automobiles D.B. (2 cars*).

RESERVES

Alfa Romeo 1.991; Automobiles Alfa Romeo.
Ferrari 2.008; Automobiles Ferrari. Porsche 2.514; P. Bullo. Fiat 1.466; M. Oatmondas. Talbot 2.442; E. Chaboud. Sata 1.986; S.I.A.T.A. Jaguar 3.442; Jaguar Cars, Ltd. Renault 747; Satecom. Renault 747; R.N.O.R. (2 cars).

The Man at the Wheel

J. G. Reece

Since the war, the name of Reece has cropped up with increasing frequency in the reports and results of all kinds of motoring events, and this is a result of the untiring efforts of Jack and his cousin Peter. Actually, Jack commenced to act as passenger in reliability trials in 1947; but his first personal appearance in competition was in the Monte Carlo Rally of 1948, in which he acted as co-driver to Gil Tyrer in a Ford Pilot. Since then, of course, he has done every Monte Carlo, not to mention Lisbons and Tulips, in his own right (accompanied by cousin Peter) in a Ford Anglia, sometimes with an Eight and sometimes with a Ten engine, but always with verve and often with success.

Also in 1948, Jack bought his first Cooper, and has been a confirmed formula 3 addict ever since. After sticking faithfully to the noble J.A.P. engine for three seasons, he joined the ranks of the Norton "double-knocker" users last year, and is continuing to use that power unit this season, with a new Mark VI Cooper in which to install it. He will also continue to race his Cooper sports car, which last year had an M.G. power unit but this year — according to rumour — will be propelled by something special in the way of 1½-litre Riley engines. What with these, and

the legs and arms when the engine of the car caught fire during practice, and was therefore a non-starter; however, he is expected to be fit again in a few weeks' time.

Ascarì, Taruffi, Farina and Villorelli were driving the works Ferraris, with the four-cylinder 2-litre engines, and the first three of them finished in that order. Peter Whitehead took fifth place with his twelve-cylinder Ferrari, which he raced last year; Villorelli, who had an unexpected pit stop, finished seventh.

RESULT—race distance 101.3 miles

1. Ferrari (Ascarì), 2h 16m 24.6s, 68.58 m.p.h.; 2. Ferrari (Taruffi), 2h 17m 55.6s; 3. Ferrari (Farina), 2h 17m 50.4s; 4. Ferrari (Pisicchi); 5. Ferrari (Whitehead); 6. Ferrari (Comotti); 7. Ferrari (Villorelli).

THE Sebring 12-hour sports car race in Florida was won by a 2-litre Le Mans Replica Frazer-Nash, driven by Larry Kulok and Harry Grey, while a Jaguar XK120 took second place. The American opposition seems to have blown up fairly comprehensively, according to preliminary reports. The Frazer-Nash was a new car, owned by wealthy sportsman Stuart Donaldson, and was shipped to the U.S.A. only a few weeks ago by A.F.N., Ltd. as a rush order. This adds another success to the competition record of this marque.

ON Sunday, March 16, the Mid-Cheshire Car Club organized their Spring Sporting Trial, and fine weather and considerable enthusiasm compensated for what was, perhaps, a disappointingly small entry, consisting mainly of Ford specials.

The course, which started from the Liver Inn, Rhydallog, about fifteen miles from Chester, offered a variety of tests, mostly in the form of climbs. Of these, Tizberg proved too difficult for everyone, and a certain leniency was shown to the more successful. Old Hall, though no less precipitous in parts, had a better

surface and most drivers seemed happier on this section.

The Coll, a timed climb up a track from the foot of a valley, was less arduous, but proved more exciting and competition was keener. W. Underwood's time of 28.1s was especially good. Another test, unfortunately, had to be cancelled as the ground proved unsuitable, there being a danger that the vehicles would roll over. After lunch, there were some more climbs and a test known as the Snake Pit, consisting of driving into and out of a hollow. Once difficult, repeated use has made this easier. A really excellent performance was put up by Underwood, who won the event in his unblown Ford Special. E. B. Wadsworth, also, did extremely well, as did Jack Rayner and H. D. Pritchard, and Percy Clegg showed some polished driving. Altogether, it proved a most enjoyable event.

Provisional Results

1. Ford Spl (W. Underwood); 2. Ford Spl (E. B. Wadsworth); 3. Ford Spl (J. Rayner); 4. Ford Spl (H. D. Pritchard); 5. Ford Spl (P. Clegg); 6. Ford Spl (P. Clegg); 7. Ford Spl (P. Clegg); 8. Ford Spl (P. Clegg); 9. Ford Spl (P. Clegg); 10. Ford Spl (P. Clegg); 11. Ford Spl (P. Clegg); 12. Ford Spl (P. Clegg); 13. Ford Spl (P. Clegg); 14. Ford Spl (P. Clegg); 15. Ford Spl (P. Clegg); 16. Ford Spl (P. Clegg); 17. Ford Spl (P. Clegg); 18. Ford Spl (P. Clegg); 19. Ford Spl (P. Clegg); 20. Ford Spl (P. Clegg); 21. Ford Spl (P. Clegg); 22. Ford Spl (P. Clegg); 23. Ford Spl (P. Clegg); 24. Ford Spl (P. Clegg); 25. Ford Spl (P. Clegg); 26. Ford Spl (P. Clegg); 27. Ford Spl (P. Clegg); 28. Ford Spl (P. Clegg); 29. Ford Spl (P. Clegg); 30. Ford Spl (P. Clegg); 31. Ford Spl (P. Clegg); 32. Ford Spl (P. Clegg); 33. Ford Spl (P. Clegg); 34. Ford Spl (P. Clegg); 35. Ford Spl (P. Clegg); 36. Ford Spl (P. Clegg); 37. Ford Spl (P. Clegg); 38. Ford Spl (P. Clegg); 39. Ford Spl (P. Clegg); 40. 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whom competitors will be required to report at their own estimated time; one mark will be lost for each minute early or late.

First prize will be £15. The two starting points are Enfield public swimming baths car park, Southbury Road, Enfield, Middlesex; and the Paper Mill Inn, Wansford, Northamptonshire. Starting time will be from 9 to 10 a.m. on Saturday, April 19, the distance to be covered each day about 190 miles. Entries close March 24; to W. T. Hodgetts, 180, Sussex Gardens, London, W.2.

MORE regulations received, this time for the Scottish Sporting C.C. Highland Three Days' Rally. This Easter weekend event, having a national permit, is open to members of all recognized motor clubs; cars will be divided into open and closed type, and over and under 1½-litre capacity. The length of the course is about 460 miles, and it will include various driving tests. Entries to W. L. B. Callander, 100, West Regent Street, Glasgow, C.2, before March 31.

WAY out in the Pacific North-west of Canada, the Sports Car Club of British Columbia is getting under way with its plans for the 1952 season, which should be even bigger and better than that of 1951. Last year, the club organized two speed hill-climbs, two race meetings, and two rallies, and these were notably successful; all of these should be repeated in 1952, with a good possibility of two other road races within Greater Vancouver. Although the club was formed only in 1950, the membership has mushroomed in a most encouraging way; it is pleasant, indeed, to learn that over there, too, there are active and discriminating sports car enthusiasts in sufficient numbers to render this sort of club a practical proposition, and also that the public are sufficiently car-conscious to attend the meetings in large numbers.

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ON June 22, the A.C. of Portugal is staging its third race for sports cars at Oporto, which this year takes the title of the Grand Prix of Portugal. Competitors must cover 50 laps of the 4.84-mile circuit, making a total distance of 242 miles; cars are divided into three classes, 1,100 c.c., 2,000 c.c. and over 2,000 c.c., and to qualify as a finisher minimum average speeds are set of 67, 71.5 and 74.5 m.p.h. respectively in the classes. Supercharged cars are not admissible. In the general classification the first four places carry prizes of £375, £250, £125 and £62 in addition to cups, while each class carries £100, £50 and £25 for the first three places, which are cumulative with anything won in the general classification. Last year's race was won by the Portuguese driver de Oliveira at the wheel of a Ferrari at just over 78 m.p.h. Entries close on May 31; the organizers are the Automovel Club de Portugal (Secção Regional do Norte), Rua Candido dos Reis, 100, Oporto, Portugal.

GOOD news for intending competitors in the Tulip Rally, in view of the difficulty experienced by some people in getting their foreign currency sanctioned, the organizers have agreed to an extension of the closing date for entries, from this country, until March 25.

CLUB NEWS

Mid-Surrey A.C.—The Grand Cup Trial will be held on May 4; the date has been changed from April 27, as published in the R.A.C.'s fixture list. (W. H. Tuson, 101, Woodmansterne Road, Carshalton Beeches, Surrey.)

British Racing Motors' Association.—The Bathhouse, at Kew Bridge, was crowded to capacity with B.R.M. enthusiasts on Thursday evening, February 28, for the British Racing Motors' Association dance. The event, organized by A. F. Rivers Fletcher, was attended by Raymond Mays and Donald McCullough, vice-president of the B.R.M. Trust, and Chairman A. G. B. Owen lent two films of the car's development in 1950 and '51 which were shown during the evening. It is hoped to hold many similar events in the future throughout the country.

West of England M.C.—The 30-mile course for the Spring Car Trial, on March 9, was set in the Torbay area of Devon, but the drying fine weather made most of the observed sections comparatively easy. Still, one cannot please everyone, and the weather can seldom please trials organizers and competitors alike. W. C. Cuff, driving his Cuff Special, again put up the best performance, and was awarded the Kenney-Joy Trophy.

Maidstone and Mid-Kent M.C.—A speed trials meeting at Gravesend Aerodrome, April 20, will be run for club members only. Racing, sports and saloon cars will compete. (A. J. F. Brookfield, 95, Hawthorne Avenue, Rainham Mark, Gillingham, Kent.)

Southsea M.C.—With President A. C. West, O.B.E., Chief Constable of Portsmouth, presiding, and among the guests of honour the Deputy Lord Mayor, Sir Dennis Daley, W. H. Waring, and Mr. and Mrs. Sydney Allard, the club's annual dinner and dance on March 7 was something of an occasion. Sydney Allard was prevailed upon to give the guests—there were over 200 present—a brief talk on his experience in the Monte Carlo Rally, and the Victor Ludorum-May-

bury Trophy was presented later in the proceedings to R. W. Faulkner for his distinguished best performance during 1951 as a member of the Southsea club. It remained only to dance until one o'clock in the morning.

South Essex M.C.—Accompanied by their navigators, back seat drivers and Ordnance Survey maps, 13 club members drove from one telephone kiosk to another on March 1 across 90 miles of north Essex country lanes, collecting the numbers of ten kiosks commissioned by the organizers. Incidentally, although the weather was kind and a fog did not come up as expected, competitors had no daylight to help them, for the "High Toby"—as the competition was called—was run at night.

W. H. Evans, in a Riley, scrambled home to the finish at Horndon-on-the-Hill in first place after some valiant work by his navigator, J. L. Barnard; R. Andrassy's Ford was only just behind, and took second place.

Kirkcaldy and D. M.C.—April 26 has now been fixed as the date for the Beveridge Park circuit race meeting, when it is hoped a large Scots and English entry will compete in the eight events to be organized for racing cars. There will also be three additional races for motor cycles only.

Warrington and D.M.C.—A car section has now been formed within this club, to provide social and sporting activities for the owners of four-wheeled vehicles. A Dunlop film show will be held on March 12, admission by ticket only from honorary secretary, R. J. Mann, 2, Waverley Avenue, Appleton, Warrington, Lancashire.

Sheffield and Hallamshire M.C.—Harry Myers, press secretary of the S. and H.M.C., has recently changed his address and telephone number, to 8, Kerwin Road, Dore, Sheffield; telephone number Sheffield 70270.

Bristol M.C. and L.C.C.—W. C. Cuff, driving his Cuff Special, won the Full Moon Cup Trial last month. It was unfortunate for Gilbert Best, who, in fact, put

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1950 **ROLLS-ROYCE** "Silver Wraith" Touring saloon by H. J. Mulliner (remaining period of covenant to be completed) Blue with light Blue leather.

1950 **BENTLEY** Mark VI. Standard saloon with division. Black with beige leather.

1949 **BENTLEY** Mark VI. Standard saloon. Two shades of Green with Beige leather piped Dark Green.

1949 **BENTLEY** Mark VI. Power-operated Coupe by Park Ward. Green with Green leather piped Fawn.

1939 **BENTLEY** 4½-litre High Vision saloon by H. J. Mulliner. Black with off-white leather.

1937 **ROLLS-ROYCE** Phantom III Enc. drive Limousine by Park Ward. Black leather and Fawn cloth.

1934 **ROLLS-ROYCE** 20.25 h.p. saloon by Park Ward. Black with Green hide.

1934 **BENTLEY** 3½-litre 2-seater sports. Black with Beige leather.

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CLUB NEWS

continued

up the best performance in this Somerset event, that he omitted to sign off at the finish, and was therefore deemed to have retired.

Gainsborough-Scunthorpe C.C.—This is a new car club, formed by enthusiastic motorists living in the Gainsborough and Scunthorpe areas, in Lincolnshire. It is planned to run main road trials, semi-sporting trials and social evenings in the near future, and the club sets out to cater for those drivers with low or medium horsepower production cars who would like to enter in sporting events with the minimum possibility of damaging their cars. All interested car owners are invited to apply for membership, to K. F. Stevens, 23, Silver Street, Gainsborough.

Chichester M.C.—This was formed about two months ago, and already has a membership of over 70. Honorary Secretary is J. Sweptone, St. Margarets, Coney Six, East Wittering, Chichester.

Brent Vale M.C.—A novices' point-to-point competition will be run on March 23, in which all club members are invited to compete. The honorary secretary is R. H. Whinchip, 42, Melbury Avenue, Southall, Middlesex.

N. London M.C.—An effort is being made to set on its feet again the North London Motor Club, which since the war has been in semi-hibernation. The honorary secretary, who will be pleased to hear from intending members, is Squadron Leader A. W. Day, of 28, Claremont Park, Finchley, London, N.3 (Enfield 0175).

Vintage S.C.C. of Australia.—England is certainly not the only country harbouring

men and women addicted to trials; for if you dig deep enough you will find, on a Saturday or Sunday, people in Australia engaged in the same sport. On March 1-2 a one and a half day mountain trial was run from Macquarie Street, in Sydney.

Midland Motoring Enthusiasts' Club.—A journey to France, to see the Le Mans 24-hour race on June 14-15, is being arranged. Those interested should write to G. C. Dix, 58, Colleshill Road, Birmingham, 8.

Kentish Border C.C.—The course for the Kentish Border Car Club's J. B. Taylor Cup Trial, run in Kent and Sussex on Sunday, March 16, did not dry out until the afternoon, and competitors were therefore faced with damp and slippery surfaces during the morning section.

There were 25 starters from the Mark Cross Hotel, Mark Cross, Sussex, among them being Mr. H. Lawson, who gave his new Lotus IV an outing. Although the observed sections were not especially difficult, the second hill of the day stopped the whole entry, except J. F. G. Nodley, who alone conquered it, in his Cox II. Best time in the special test was made by P. A. Barden, driving a supercharged Dellow, in 28s. Divided into two classes—for experts and non-experts (the latter classification meant that competitors in this class had not previously won a major award in a Kentish Border event)—the following results were announced during the evening:

2. B. Taylor Borg Cotton III (P. Chapman).
Best performers in opposite class: E.N.P. (H. E. C. Brooks).
Experts class: 1st class award: Spence VII (A. E. A. Day). 2nd class award: Appleton (J. H. Appleton).
Non-experts class: 1st class award: Chiffole (J. V. Lewis). Dellow 2 (P. A. Barden). 2nd class award: Austin (A. D. Hasmer); Cox I (J. O. Newman). **Team award:** E. E. C. Brooks, A. D. Hasmer. 25 starters; 1 non-finisher.

IN BRIEF

Application has been made to the Stock Exchange by A.C. Cars, Ltd. for permission to deal in the whole of the issued capital of 2,000,000 ordinary shares of 1s each). The company is largely engaged on general engineering, and has resumed armament work. Car production accounts for about 10 per cent of the net profits.

Rootes Group service weeks are to be held as follows: March 31-April 5, Lyne, Frank and Wagstaff, Ltd., Enfield, Mid-

dlesex; April 21-26, Robert Chidley, Ltd., 658, High Road, Tottenham, London, N.17; May 5-10, Ray Powell, Ltd., 113, Fairlop Road, Leytonstone, London, E.11; and May 19-24, McKinnon Motors, Ltd., 11, Stafford Road, Wallington, Surrey.

Mr. Wilfred Martin, who joined the Rootes Group in 1951 as assistant to Mr. E. D. O'Brien, the Group's public relations counsel, has now been appointed public relations officer. Mr. O'Brien will continue as public relations counsel.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:

No. 16244. 1929-30 Riley Nine
"G.E.E."—All possible information and a handbook.

No. 16245. 1930-31 8 h.p. Singer
"S.H."—Maintenance hints and a handbook.

No. 16246. 1932 F-type M.G. Magna
"D.A.V."—Advice on tuning, also a handbook.

No. 16247. 1935 Triumph Gloria Six
"T.J.L."—All possible information and a handbook.

No. 16248. 1934 Morris Ten-Six
"J.R."—General information and a handbook.

No. 16249. 1935 Daimler Fifteen
"F.P.B."—All possible information and a handbook.

No. 16250. 1936 16 h.p. Riley Big Four
"K.R.M.C."—Performance and maintenance details, particularly of the overdrive, and a handbook.

No. 16251. Back Numbers Required
"I.C.B."—*The Autocar* for March 19, 1948, and September 21, 1945.

No. 16252. 1930 Singer Junior
"R.A.A.W."—General information and a handbook.

No. 16253. 1936 Type 319 Fraser-Nash-B.M.W.
"R.A.L."—Maintenance hints, details of specification, performance figures and a handbook for three-carburettor cabriolet.

No. 16254. 1927 12 h.p. Alvis
"A.J.M."—All possible information and a handbook.

No. 16255. 1934 Triumph Gloria
"A.G.B."—Maintenance hints, general information and a handbook.

No. 16256. 1934-35 Triumph Gloria Six
"J.R.E."—General hints and a handbook or workshop manual.

No. 16257. Handbooks Required
"F.H."—1934-35 M.G. Magna.
"W.A.T."—1934-35 M.G. Minor.
"E.C.R." (Inds.)—1947 Rover Twelve workshop manual.

G.M.—1935 Series 1 Morris Eight.
"P.D."—1933 Alpine Twelve-Dee.

D.M.—1936-37 Morris Twelve-Four.

D.H.C.—1938 VA-type 11-litre M.G.

D.W.—1933 Lancaster Ten.

J.G.—1934 Austin Seven.

E.H.—1937 Standard Nine.

T.R.K.—1932-33 Morris Ten-Four.

J.T.M.—1933 10 h.p. B.S.A. with pre-selector.

F.W.G.—1928 Wolseley.

S.R.—1925 Morris Cowley.

A.P.D.—1934 Wolseley Fourteen.

C.P.S.—1936 Morris Eight.

K.T.P.—1934 Morris Cowley Four.

H.M.A.—1936 Rover Ten.

J.C.G.—1934-35 Standard Nine.

F.P.—1948 Ford V8.

A.R.R.—1936 12 h.p. Riley Falcon.

R.C.B.—1939 Series E Morris Eight.

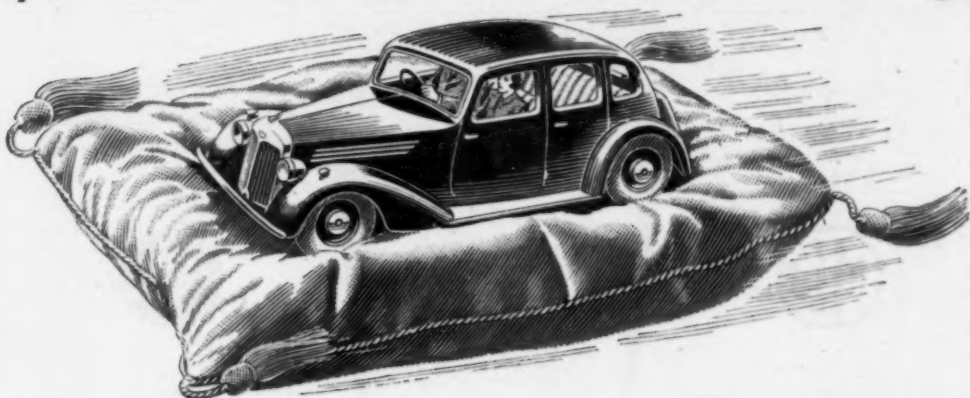
E.W.B.—1938 Wolseley Twelve.

T.H.B.—1938 14-60 h.p. Triumph Vitesse.

W.S.T.—1937 41-litre Bentley.

D.P.—1934 21-litre S.S.I.

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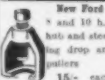
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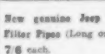
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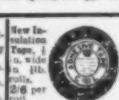
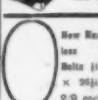
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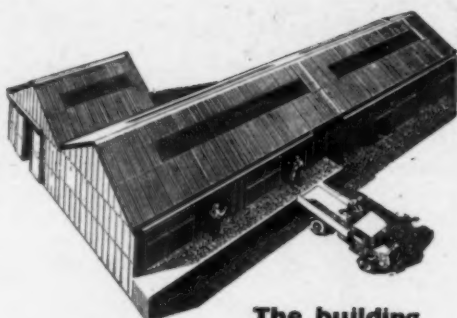
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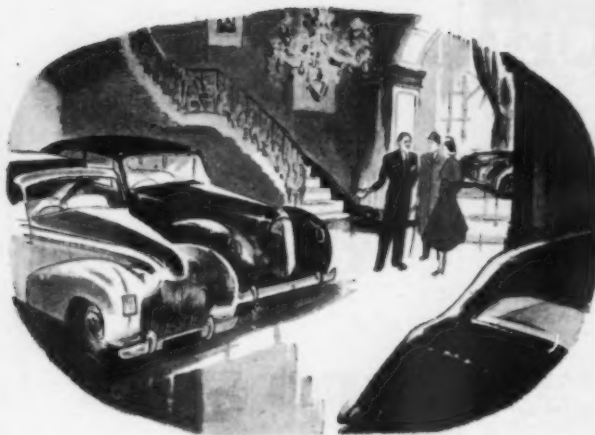
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GAITEHOUSE offer 1939 Austin 8 2-door saloon, dark blue in excellent condition, new engine fitted; 42/5/0—Gaiterhouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4344. 13922

WALTER SCOTT, Ltd., 1946 Austin 8 saloon, black, excellent condition, one owner, 42/5/0. Below (February), similar car, superb condition, low mileage; 42/5/0—349, King St., Hammersmith, Riv. 2877/8. 14543

£525—1946 model (December, '45) Austin 8 4-door de luxe saloon, nice condition, absolute snap, terms, exchanges; 30 other cars—Trinity Motors of East Ham, E. 10, Hammersmith, Hammersmith (Hampstead Tube), Hampstead 6041. 14671

495 m.s.—Austin 8, April, 1946, 4-door saloon, black, sliding head brown leather, carefully used, excellent condition, terms, exchanges, list; open 9-7 weekdays and Saturdays—Trinity Motors, Hammersmith (Hampstead Tube), Hampstead 6041. 14672

£425!!!—1941 Austin 8 4-door saloon, genuine leather, 4-cylinder, really 100-cv, very good motor, beautifully finished in dove-grey with blue leather interior, all chrome work and fittings in less condition, replacement engine fitted last November which has only just done 4,000 miles, strongly recommended and guaranteed by us in writing.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. 14650

Austin Eight Cars Wanted
CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars—297, Euston Rd., N.W.1. Euston 1212. 14659

GEOFFREY NEWMAN & Co. have cash waiting for good Austin 8 cars.
NOW is the time to sell to them at 569, Euston Rd., London, N.W.1. Euston 4466. 14305

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.
A new post-war Austin 8—Fortune 5, Baines Court, Kensington Hill, Surrey, Tube Hill 1288 (day). 10723

CASH buyers of low mileage Austin 8s, distance no object.—Barton, Lord St., Southampton, Tel. 2266. 10764

AUSTIN TEN
PALMERS MOTORS, Ltd.
1938 Austin 10 Cambridge saloon de luxe, in excellent condition, £199, exchanges and terms.—J. HUNTER, Ltd., Twickenham, Popesgrove 1680. 12993

B. J. HUNTER, Ltd., offer—
1947 Austin 10 saloon de luxe, very carefully used, 42/5/0.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. 18452

GLANFIELD LAWRENCE offer—
1947 Austin 10 4-door saloon, black, brown, 31,000 miles, 4-cyl., reconditioned engine, specimen condition; 46/5/0—407, High Rd., N.12, Finchley 0091.
1945 Austin 10 saloon, completely reconditioned, 42/5/0—Haskins, Ladbroke 1155. 13923

AUSTIN TEN
ROAD BROS. MOTORS, Ltd., offer—
1937 Austin 10hp drop head saloon, perfect order, two owners; 43/5/0.
ROAD BROS. MOTORS CO. (LONDON), Ltd., 56, R. Christchurch Rd., Colliers Wood, S.W.15. Liberty 1604. 14273

C. M. I. CAR SALES (Pty. 6623) offer—
1946 Austin 10 saloon, black, second engine recently fitted—Swiss Coach, Finchley Rd., N.W.3. 15314

1939 Austin 10 saloon de luxe, a well-kept car, 42/5/0.
MAYFAIR CARRIAGE CO. Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. 13087

1936 Austin 10 saloon, in excellent mechanical order throughout, 42/5/0.
LYNE FRANK & WAGSTAFF, Ltd., B.4, Crouch Hill, N.4. Mountview 4401. 13957

1946 Austin 10 saloon, black with brown leather, excellent body condition; 46/5/0.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2344. 13546

1938 Austin 10, good condition; 43/5/0—Tel. by day Glia. 4244, evening Tel. 6379. 13961

1936 Austin 10 4-door saloon, light de luxe saloon, reconditioned, interior perfect; 42/5/0.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. 13815

1946 Austin 10, outstanding condition; 46/5/0: 5 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harnsey, Mountview 5228 and 5774. 12619

1934 Austin 10 de luxe saloon, mechanically very good, original paint work, a delightful car, 42/5/0.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. 13816

1947 Austin 10 saloon, as new; 46/5/0.—Boys Automobiles, Ltd., 127, Parkway, N.W.1. 14629

1935 Austin 10 saloon de luxe original paint work, carefully used car in exceptional mechanical condition; 42/5/0.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. 13815

1947 Austin 10 saloon, black, brown interior, new engine, heater, excellent condition; 46/5/0—Tel. Central 4325. 14624

1946 Austin 10 de luxe saloon, black/brown leather upholstery, fitted radio, in excellent condition; 42/5/0—See below.

1937 Austin 10 Cambridge de luxe saloon, in N.W.3. outstanding condition throughout, must be seen, taxed, 4240—Northways Garage, Swiss Coach, N.W.3. Primrose 1127. 14256

1947 Austin 10 saloon, radio, heater, 21,000 miles, one owner, 42/5/0—Broadway Motors, 67, High St., Hounslow, Tel. 0175. 13912

1939 Austin 10hp saloon de luxe, blue, 4240—Vandervell (Buyers of Good Used Cars), 215, Haverstock Hill, W.3. Primrose 4441. 13441

1937 Austin 10 saloon, very nice condition, looks as new; 42/5/0—Queens Road Autos, 42, Queens Rd., Finsbury, E.12. New Cross 5919. 13510

1947 model Austin 10 saloon, mechanically faultless, immaculate, 46/5/0—Home & Overseas Motors, 180, Finchley Rd., W.3. Hampstead 9371. 14249

1947 Austin 10hp de luxe saloon, black, brown leather, radio, in first-class order throughout, any inspection, good tyres, 3-month guarantee; 42/5/0—Tel. 272. 13944

TRINITY CARS, Ltd., 44, North Side, Wandsworth Common, S.W.15. Vandyke 1166. 14670

1947 Austin 10 saloon, black, brown leather, 4-cylinder, really 100-cv, very good motor, beautifully finished in dove-grey with blue leather interior, all chrome work and fittings in less condition, replacement engine fitted last November which has only just done 4,000 miles, strongly recommended and guaranteed by us in writing.

£425!!!—Austin 10hp 4-door de luxe saloon, 1939 model, original black finish with brown leather interior, coachwork sound but cellulose dull on wings and boot lid, runs particularly well, however, and represents unrivalled value for money.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. 14650

1939 Austin 10 de luxe saloon, one of the better pre-war cars, exceptional condition; 42/5/0. Below (February), similar car, superb condition, low mileage; 42/5/0—349, King St., Hammersmith, Riv. 2877/8. 14544

£325!!!—Austin 10hp 4-door de luxe saloon, 1939 model, original black finish with brown leather interior, coachwork sound but cellulose dull on wings and boot lid, runs particularly well, however, and represents unrivalled value for money.

1937 (May) Austin 10 fixed head saloon, black, with brown leather upholstery, excellent condition, general mechanical condition excellent, tyres and batteries all good, this car has been very carefully used and maintained; 42/5/0—Griffins Garage, Ltd., Weybridge 1491. 14456

£595!!!—Absolutely unrepeatable! Austin 10 Cambridge de luxe saloon, 22,000 miles, 4-cyl., 4-cyl., sliding head, brown leather, carefully used, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays—Rowland Smith, Hammersmith (Hampstead Tube), Hampstead 6041. 14280

AUSTIN TEN Cars Wanted
ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041. 10520

GEOFFREY NEWMAN & Co. have cash waiting for good Austin 10 cars.
NOW is the time to sell to them at 569, Euston Rd., London, N.W.1. Euston 4466. 14306

A new, post-war Austin 10 required.—23, Broadway Court, W.4. Tulse Hill 1288 (day). 10724

REQUIRED urgently, 1937/9 Austin 10 saloon.—16, Blum Rd., South Croydon, Croydon 3074. 14222

CASH buyers of low mileage Austin 10s, distance no object.—Barton, Lord St., Southampton, Tel. 2266. 10765

AUSTIN A11
CAR MART, Ltd.,
LONDON distributors.
1949/50 Austin A40 saloon, radio, heater, 19,000 miles, 42/5/0—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. 14174

TOM GARNER, Ltd., offer—
1950 Austin A40 Devon saloon, seal grey with blue upholstery, heater, sun roof, 200 miles 42/5/0.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 2605-6. 13773

B. J. HUNTER, Ltd., offer—
1949 (December) Austin A40 saloon, low mileage; 42/5/0—Below.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. 11149

H. A. SAUNDERS, Ltd., offer—
1948 Austin A40 Dorset saloon, grey with beige leather upholstery, recently fitted reconditioned engine, heater, etc., 43,000 miles; 46/5/0.

1949 Austin A40 saloon, grey with beige upholstery, radio and heater, 11,000 miles; 42/5/0.
1950 Austin A40 saloon, green with brown upholstery, radio and heater, 10,000 miles; 41/5/0.

836—442, High Rd., N.12, Hillside 0024. 13636

WARWICK WRIGHT, Ltd., offer—
1950 Austin A40 saloon, seal grey/blue leather, 11,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9701. 14627

CHALES RICKARDS, Ltd., offer—
1950 (Sept.) Austin A40 Devon, beige, heater, 8,000 miles since new, one owner, faultless condition throughout; £1,079.

A offered with our 5 months' guarantee.
56 Baywater Rd., W.2 (next door Lancaster Gate Tube Station, 5 minutes from Marble Arch) Pad. 1820. 12765

1949 Austin A40, colour beige, in new condition throughout; 42/5/0.
MAYFAIR CARRIAGE CO. Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. 13087

1950 Austin A40 saloon, black with beige upholstery, 15,000 miles; 42/5/0.
R Freeman 6401. 13566

1950 Austin A40, one owner, low mileage, radio, heater, 42/5/0—See below.
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.15. Lee Green 5585. 13505

CENTRAL GARAGE (CROYDON), Ltd., offer; 42/5/0. Below.
1949 Austin A40 saloon, 42/5/0—Croydon 489. 13429

1949 Austin A40 saloon, fawn—W. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3501. 13536

A 40 sports 2-seater, first registered 1951, special body, £4725—Wentley 7002 or Bloane 5916 evenings. 14469

1949 Austin A40 4-door saloon, finished in grey, 22,000 miles, extremely well kept throughout.
E. J. BAKER & Co., Ltd., Dorling 3622. 14650

1950 Austin A40 saloon, grey, blue leather; 41,055—Lawton—Goodman, N. North Audley St., W.1. 13959

1949 Austin A40 saloon, in really immaculate condition throughout, full details on request, trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tutor 2301-2. 13541

1949 Austin A40, nominal mileage; 46/5/0—Barnes Garage, 315, Finchley Rd., Hampstead N.W.3. Ham. 2251. May. 14697

1949 Austin A40 saloon, blue, one owner, heater, excellent condition; 42/5/0—Dobson, 12, Austin Agents, Galside, Middlesbrough. 12548

1949 Austin A40 sunbeam saloon, radio, heater, 47, High St., Hounslow, Tel. 0175. 13912

CALSON, 30,000 miles; 42/5/0; exchanges; written guarantee.—G. Warren & Co., W.1. Euston 3553. 14197

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A40 Cars Wanted

THE CAR MART, Ltd.
REQUIRED immediately
MAKE your enquiries to
USTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.

TOWLEND SMITHS.
ROWLAND SMITHS, the Austin buyers—Hampstead
Road, N.W.1. (Hampstead Tube). Ham. 6041.
GEORGE NEWMAN & Co. have cash waiting for
good Austin A40 cars.
NOW is the time to sell to them at 50s, Euston Rd.
N London, N.W.1. Euston 4466. (4207)

**ASH buyers of low mileage Austin A40s, distance no
object.—Hattons, Lord St., Southport. Tel. 2266.**

**USTIN A40 cars wanted.—Motourists (London).
Ltd., are immediate cash buyers of A40s with 10hp
saloon.—Great North Rd., Finchley Station, N.2.
Tudor 2301-2. (1094)**

AUSTIN TWELVE

GEORGE EDWARDS, Ltd., offer:—
1939 model Austin 12/4 Ascot de luxe 4-door sun
saloon, finished brilliant and original un-
marked black cellulose, unmarked chromium fittings, and
upholstered in best quality brown leather, thoroughly
overhauled, fitted reconditioned engine, entire car in
most superb condition and virtually as new throughout,
3 months written guarantee; £435; hire purchase, part
exchanges.

A MENDURY Lane, Harpenden, Herts. Tel. 118 (4546)

ACRES offer:—
1940 Austin 12 saloon, black, brown leather up-
holstery, heater, taxed year, identical to 47 and
48 models, indistinguishable from new, £395.
CHAS AUTO'S, Ltd., 156, Streatham Hill, London.
S.W.2. Tel. Tulse Hill 1909. (2959)

C.M.I. CAR SALES (Pri. 6623) offer:—
1939 Austin 12 4-door saloon, black, maroon up-
holstery, reconditioned engine fitted, ex-
cellent condition throughout.—Sims Cottage, Finchley
Rd., N.W.3. (7093)

**USTIN 12 saloon 1947, black, brown leather up-
holstery, very clean car.
P. WARD, 7, Hanover Court Yard, Hanover St.,
London, W.1. Tel. Mayfair 0146. (4573)**

**1934 Big 12/4 saloon, leather, black, wonderful
condition, certified mechanically, licensed
year. £345.
L. & S. SAUNDERS (100-Limousines) Providence
Court, North Audley Street, Mayfair-SW1. (1977)**

**1939 Austin 12 Gordon 4-door convertible saloon,
really nice condition, £425.—A.Z. Motors,
Palmerston Rd., N.W.6. Mal. 4723-33. (3762)**

**1946 Austin 12 4-door saloon, 34,000 miles, in ex-
cellent condition, £725.—John Gray 30,
Hermitage Lane, N.W.2. Speedwell 1242. (3544)**

**CASH'S MOTOR MART.—1946 Austin 12 de luxe
saloon, black, 27,000 miles; exchanges; written guar-
antee.—5, Warren St., W.1. Euston 5233. (3549)**

**WALTER SCOTT, Ltd.—1946 Austin 12 saloon, black,
excellent condition, one owner, £690; terms, ex-
changes.—39, Colindale Crescent, Hampstead, N.W.3.
(Isuzu Cottage Tube). Tel. 5914. (3550)**

**1939 Austin 12 saloon, engine recently overhauled,
brakes relined, bodywork and upholstery in
beautiful condition, a roomy, reliable and economical
car. £495.—Griffins Garage, Ltd., Weirside 1491. (4457)**

**£295!—Austin 12hp Ascot de luxe 5-seater
saloon, 4-door model with sun roof and
real leather interior, coachwork original and in good
condition for a very economical motor car,
strongly recommended.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard,
Beds. Tel. 2041 (3 lines). Write for post free
catalogue of nearly 500 cars. Hire purchase. Part ex-
changes. Free delivery. Showrooms open till 5 p.m.
Monday-Saturday. (4536)**

**295!—Austin 12, 1939, Ascot de luxe 4-door
saloon, black, sliding head, black leather, good
condition; terms, exchanges; list open 5-7 week-days
and Saturdays.—Rowland Smith, Hampstead (Hamp-
stead Tube). Hampstead 6041. (4251)**

Austin Twelve Cars Wanted

AUSTIN SIXTEEN

CAR MART, Ltd.,
LONDON distributors.
1948 Austin 16hp saloon, heater, 6 months'
guarantee. £375.—Car Mart, Ltd., Austin
House, 297, Euston Rd., N.W.1. Euston 1212. (4175)

ALFRED & Co. offer:—
1949 Austin 16 saloon, superb order—6-7, Warren
St., W.1. Euston 3598. (2972)

WANSTEAD MOTORS, Ltd., offer:—
1946 Austin 16, black with brown leather. £725
(Trade only).
Wanstead 1000. (3910)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1948 Austin 16, colour grey, brown leather in-
terior, excellent condition throughout;
N. 325.—D. J. Shepherd & Co. (Enfield), Ltd., 486,
Hertford Rd., Enfield, Howard 1631. (8006)

**1948 Austin 16 saloon, black/brown, radio, ex-
cellent.**
TICKFORD, Ltd., Upper St. Martin's Lane, W.C.2.
Temple Bar 3356. (3743)

**1949 Austin 16 saloon, Autowork, Ltd., Win-
chester, Winchester 4334. (3763)**

**1938 Austin 16, brown leather upholstery, one
owner, splendid mechanical condition; 6/10.
Austin 16 saloon, black with brown leather
upholstery, mechanically maintained, 4773.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2. Glia 2234. (1255)**

**1948 (Oct.) Austin 16hp saloon, blue, brown
leather upholstery, heater, 21,000 miles
only.
J. BROWN, Ltd., Established over 50 years,
339, Finchley Rd., N.W.5. Hampstead 4414. (3985)**

**1937 Austin 16 de luxe saloon, £240; payments—
Vaughan, 17, Astwood Mews, S.W.7. (3919)**

**1947 Austin 16, black, brown leather, immaculate;
£795.—Hendon Central Garage, Hendon
1423-4. (3942)**

**£125.—Bargain, 1954 Austin 16, 7-seater, good
condition.—A.Z. Motors, Palmerston Rd.,
N.W.6. Mal. 4723. (3762)**

**£160.—Austin 16 saloon, 1935-36, very good
throughout, any trial.—Myrtleisle
Raddiffe Rd., Croydon 1569. (4196)**

**£850.—1948 16hp Austin saloon, black, brown
leather.—Lawton-Goodman, 36, North
Audley St., W.1. Mayfair 8360. (3971)**

**1948 Austin 16 de luxe saloon, in really imma-
culate condition throughout, full details
on N.W.3. Tel. 2501-2. (3539)**

**MOTORISTS (LONDON), Ltd., 61, North Rd., East
Finchley Station, N.2. Tudor 2301-2. (1977)**

**CENTRAL GARAGE (CROYDON), Ltd., offer: 1948
Austin 16, first registered December, 1948, in really
immaculate order, £395.—Croydon 7484. (3428)**

**1948 Austin 16 black sun saloon, heater, new
battery, very sound, any trial, bills pro-
duced, owner going abroad.—Ring Camberley 765. (3718)**

**£365!—ditch inside and out.—Kenington 0956, or
letter only to Roberts, 50a, Princes Gate Mews, S.W.7.
(3919)**

**1935 Austin 16 tourer, superb condition through-
out, £235; terms, exchanges.—Withams
Motors, Ltd., 5, Balham Hill, S.W.12. Battersea 3262.
3768. (4127)**

**1947 Austin 16 saloon, in exceptional condition,
brown leather, a spickeen car in first-class
order, reconditioned engine fitted 10,000 miles, ax-
les relined, rear axle overhauled, Ax wheel discs,
£750.
E. PALMER, MOTORS, Ltd., 12, Church St., Luton,
A. Tel. 4212. (4434)**

**GATEROUSE offer 1935 Austin 16 chassiss saloon,
in excellent condition throughout. £290.—Gate-
house Motors Ltd., Highgate Village, London, N.6.
Mou. 4444. (3941)**

**R. S. CURRIE & Co., Ltd.—1949 (March) Austin 16
saloon, green, radio and heater, 16,000 miles only,
beautifully maintained by one private owner, £295;
105, Westbourne Grove, Bayswater, W.2. Bayswater
1005. (3502)**

**1946 (Oct.) Austin 16 saloon, sun roof, black
brown leather, a spickeen car in first-class
order, reconditioned engine fitted 10,000 miles, ax-
les relined, rear axle overhauled, Ax wheel discs,
£750.
VICTORY GARAGE, Ltd., Primrose Gardens, London
N.W.3. Tel. Prims 2242-5. (3941)**

**ROSE & YOUNG, Ltd., offer—1948 Austin 16hp saloon,
outstanding condition throughout, must be seen
to be appreciated, very moderate mileage, £265.—65-69,
Stanhelm Ave., Streatham Hill, S.W.2. (1 mile from
Streatham Hill Station.) Tulse Hill 6464. (3191)**

**795!—Austin 16, 1949, de luxe 4-door saloon,
grey, sliding head, brown leather and cloth up-
holstery, excellent condition, terms, exchanges, list
open 6-7 week-days and Saturdays.—Rowland Smith,
Hampstead (Hampstead Tube). Hampstead 6041. (4251)**

**HEARSE 1952 registered 5-door (4-bear) Deck,
lavishly equipped, reasonable cost, illustrated
brochure available. Below
H. 1948 Austin 16 saloon, 1949, partition, forward
H. occasional, leather, low mileage, black, carefully
maintained, bargain value.
L. & S. SAUNDERS (100-Limousines) Providence
Court, North Audley Street, Mayfair-SW1. (1977)**

Austin Sixteen Cars Wanted

Austin Sixteen Cars Wanted

CAR MART, Ltd.,
LONDON distributors.
1950 (Nov.) Austin A70 saloon, radio, heater,
16,000 miles. £1,265.
1949 Austin A70 saloon, heater, 17,000 miles;
£1,195.—Car Mart, Ltd., Austin House, 297,
Euston Rd., N.W.1. Euston 1212. (4175)

ROSE & YOUNG, Ltd., offer:—
1951 (June) Austin A30 hardtop sports saloon, low
mileage, fitted radio and heater, black with
cream leather, wheel cap set, B.M.T.A. permission,
balance of covenant to be signed; £1,425.—Below.
1950 Austin A70 Hampshire saloon, low mileage,
exceptional inside and out, £1,125.
—65-69, Stanheim Ave., Streatham Hill, S.W.2. (1
mile from Streatham Hill Station.) Tulse Hill 6464. (4543)

H. A. SAUNDERS, Ltd., offer:—
1950 Austin A70 saloon, grey with brown uphol-
stery, 12,000 miles, B.M.T.A. permission, £1,225.
—832, High Rd., N.12. Hildade 0034. (1583)

PHILIP RICKARDS, Ltd., offer:—
1950 (June) Austin A70 saloon, black, grey, 11,000
miles, B.M.T.A. permission, £1,225.
W.1. Grosvenor 4772-3. (4110)

WARWICK WRIGHT, Ltd., offer:—
1950 Austin A70 saloon, black, brown leather,
8,000 miles; £1,475.
1950 Austin A70 saloon, black, 11,000 miles, B.M.T.A. permission.—Harrison, Oxted
461. (3965)

**1950 Austin Atlantic Roadster.—Bury Felt Man-
ufacturing Co., Ltd., Huddersfield, Bury,
Lancs. (3732)**

**1950 Austin A90 Atlantic, power-operated hood,
radio and heater, 8,000 miles, green, brown
hide, £1,200.
Bury 2976 (day). (3797)**

**PREMIER MOTOR CO., Aston Rd., Birmingham
Avon Crox 3271. (4534)**

**A90 convertible, all electric, radio and heater,
A registered November, 1950, 12,000 miles—
Bury 2976 (day). (3797)**

**1950 (July) Austin A70 saloon, radio, heater,
taxed year; £1,150.—Vidler, 45, Crawford
St., W.1. Tel. 4815. (3965)**

**AUSTIN A70 sun saloon, mileage 10,000 taxed; £1,150.
—Avery & Bernard, Ltd., 572, King's Rd., Chelsea,
S.W.3. Tel. 7348. (2562)**

**(September) Austin A70, heater, 12,000
miles, as new; £1,175.—Broadway Motors,
67, High St., Moulton, Tel. 0173. (3513)**

**1950 Austin A70, grey, brown leather, radio and
heater, 27,000 miles; £1,225.—Frickers of
Holland Park (next door to Underground). Park 5077.
(4264)**

**1951 (May) Austin 90 saloon, 4,000 miles, immacu-
late condition, B.M.T.A. permission, 5 months' guarantee;
covenant.—Long, 65, Dovedale Rd., Dovedale, Bristol.
(4443)**

**1950 A90 Austin Atlantic convertible, Camberley
blue; private owner desires change; part
exchange Austin A40, M.G. sports, or will sell for
cash. Surrey. Tel. 2097. (4014)**

**HARRIS MOTOR CYCLES, Station Rd., Chertsey,
Surrey. Tel. 2097. (4014)**

**£1041!—1949 (July) Austin A70, spotless con-
dition throughout, only two owners have
maintained this vehicle beautifully; 3 months' guarantee;
hire purchases, exchanges.
L. & S. SAUNDERS (100-Limousines) Providence
Court, North Audley Street, Mayfair-SW1. (1977)**

**1950 (May) Austin A70 sunshine saloon, 14,000
miles, grey/brown heater, radio.—Gerry
Browne Motors, 55-57, South Edwards St., London, W.8.
Western 4531. Trade only. (4473)**

**1949 (March) Austin A70, green, beige leather,
sun roof, heater, taxed year, 16,000 miles,
very good condition; £995; exchange considered.—
Turner, Palmers Green 7955. (4255)**

**AUSTIN A70 Countryman, beautifully built, finished
in green with beige upholstery, 5,000 miles, spare
unused; photograph on request; £1,095.—Tel. Ricles
(Manchester) 5143, or Box 7750. (4555)**

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

6460 miles. Austin A70 and A80. Austin A70 complete with sliding head, finished in blue, complete with radio, heater, loose covers, newish condition throughout; £1,375, or part exchange.
J. BAKER & Co., Ltd. Dorking 3023.

1950 Austin A70 Hampshire saloon, finishedawn with brown leather upholstery, first registration 23.6.50; Daimler 2-door saloon, heater, in excellent condition throughout.
ARTHUR MULLINER, Ltd., Bridge St., Northampton, Tel. 307.

A ATLANTIC convertible, first registration February, 1950, immaculate showroom condition, perfect order; left Austin factory as new car this week; £1,200.—Tel. Bedford (Warwickshire) 304.

1951 (December) Austin A50 hard-top sports saloon, 6,000 miles, fitted radio and heater, grey with grey hide, whole car as new; B.M.F.A. permission, balance of covenant to be signed; £1,500.
PREMIER MOTORS Co., Aston Rd., Birmingham, Aston Cross 3271.

1950 A50 saloon, mileage 9,000, colour black with beige upholstery, radio and heater, in excellent condition, owner going abroad; for quick sale £1,350.—B. Lynch, 37, Wanslip Rd., Syston, Leicester, Tel. Syston 3609.

Austin A70 and A80 Cars Wanted

T HE CAR MART, LTD.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN Focus, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212.

AUSTIN A70 or A80 wanted—32, Brookham Drive, Hford, Essex. Valence 2098.

GEORGE NEWMAN & Co. have cash waiting for good Austin A70 & A80 cars.
NOW is the time to sell to them at 369, Euston Rd., London, N.W.1.

A new post-war Austin A70 required—21 Broadwalk Court, W.8. Tel. Mill 1298 (day).

A LAMONT new Austin A70 required, cash payment.—B. Morley, 54, Streatham Hill, S.W.2. Tel. 3111 1468.

ROWLAND SMITH'S, the Austin buyers—Hamstead High St. (Hamstead Tube), Hampstead 6041.

AUSTIN EIGHTEEN
1949 18hp Austin 7-seater limousine, 36,000 miles, only 9 months, immaculate—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ledbrooke 3135; after 5.30 Arnold 4004.

1939 Austin 18hp 7-passenger limousine, one owner, private owner, low mileage, original, exceptional condition; John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

FOR sale, 1939 Austin 18 7-seater cars with divisions, choice of 2, both very good condition, £225 each, owner offer; privately licensed and ready for immediate service—Apply, Dunns Motors, Ltd., East St., Taunton.

1938 Austin 18hp Norfolk saloon, reconditioned engine, colour black, with grey leather upholstery; this car is ideal for pleasure or for hire; £395.—Coloma Car Sales, Maiden Vale 3134 and 3651-2.

CAMDEN MOTORS—Austin 18 limousine, 1938 model, enclosed 8-seater model with face forward occasional seats, division, inter com, pagelights, etc., excellent black finish with dark blue leather upholstery front and rear, recent extensive respraying and mechanical check-over, top tip value at £695.

CAMDEN MOTORS—Austin 18hp 7-seater model, 1939, the very desirable Windsor series with special wide body and deep seating front and rear, extra wide occasional, etc., the whole car beautifully upholstered in finest quality red leather, coachwork entirely original and really beautifully maintained, fitted privately with a very moderate total mileage, £745.

CAMDEN MOTORS—Austin 18hp limousine, late 1938, genuine fine model, the most valuable of all the Austin 18 series, the immaculate condition if the dark oak coachwork shows real evidence of the most careful maintenance whilst interior leather has been equally well cared for, recent mechanical overhauls by Austin distributors include complete reconditioning of engine gear box, clutch, etc., with brakes retimed and steering overhauled, in all over £255 having been spent during the past 12 months being driven, 20,000 miles, this car has just been fitted and the whole car is in condition to give thousands of miles of trouble-free motoring; £925.

CAMDEN MOTORS—Austin 18hp 7-seater, 1936, 6 long chassis model, with face forward occasional seats and leather upholstery front and rear, a very bright looking motor with excellent dark blue coachwork and very good tyres all round, quiet, smooth engine, over 20,000 miles, excellent runner, almost new tyres, £695.

CAMDEN MOTORS—Austin 18hp 7-seater, 1938, in black with red leather interior, face forward seats and heater fitted, excellent runner, almost new tyres, £695.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 used cars and details of hire purchase, written guarantee and free delivery, fares refunded to purchasers from any part of the country; showrooms open till 9 p.m. Monday-Saturday.

A & S Limousines also seven passenger Saloons, selected carriages, with mechanical guarantee certificate.
LIMOUSINES, 18hp, 1937/1938/1939, partitioned, face forward occasional, leather, reasonable cost.
LIFE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2981.

Austin Eighteen Cars Wanted

T HE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars—297, Euston Rd., N.W.1. Euston 1212.

AUSTIN 18 limousine required—Durrant House, A. Winchester.

ROWLAND SMITH'S, the Austin buyers—Hamstead High St. (Hamstead Tube), Hampstead 6041.

Austin Twenty Cars Wanted
ROWLAND SMITH'S, the Austin buyers—Hamstead High St. (Hamstead Tube), Hampstead 6041.

1939 AUSTIN TWENTY-EIGHT (registered 1943 £10 15s) Austin Ranelagh 7-seater limousine, sliding partition, face forward black with brown hide, excellent condition; £200.—Lockett's Garage, Watford 4070.

A & S Limousines, Ranelagh, 1939, partition, forward occasional, leather, main floor, condition carriage, certified mechanically, reasonable cost.

LIFE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2981.

AUSTIN A125 & A135
BROOKLANDS.
1951 Austin Sheerline limousine black, speedometer reading 2,500.
1951 Austin Sheerline, black, radio, heater, small mileage.

103, New Bond St., London, W.1. Mayfair 3551-6.

T HE CAR MART, LTD., LONDON distributors.

1950 Austin A125 Sheerline saloon, radio, heater, 5,000 miles; £1,585.
1948 Austin A135 Princess saloon, radio, heater, 24,000 miles; £1,550.—CAR MART, Austin House, 297, Euston Rd., N.W.1. Euston 1212.

GUY ALFRED & Co., offer—

1950 Austin Sheerline, loose covers, taxed for 1950, under 10,000 miles, negligible mileage; 6/7, Warren St., W.1. Boston 3268.

H. A. SAUNDERS, Ltd., offer—

1950 Austin Sheerline saloon, black with beige upholstery, 10,000 miles; £1,645.
836—42, High Rd., N.12. Millade 0024.

HAROLD RADFORD & Co., Ltd.

1949 (June) Austin Sheerline saloon; colour, black, fitted with radio, heater and sunshade roof, speedometer reading, 17,000 miles, one owner, in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, 4 South Kensington, P.W.7. Tel. Kensington 3029 (5 lines).

GUY SALMON AUTOMOBILES, Ltd., offer—

1949 Austin Sheerline, low mileage, one owner; £1,475.—Porthmouth Rd., Thames Ditton, Esherbrook 5551-3-5.

1949 Austin Sheerline, gunmetal, grey leather, radio, heater, mileage 16,000, one owner.

RIPPO, Ltd. (Austins purchased), 19, Albemarle Rd., Mayfair, London, W.1. Regent 2929.

1949 Austin Sheerline saloon, black, hide upholstery, 24,000 miles, radio and heater, attractive price.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 5013.

1949 Sheerline, black, 28,000 miles, excellent condition throughout; £1,450.—Clayton's Cars (London), Ltd., 397, Euston Rd., London, N.W.1. Tel. 3061.

1950 Sheerline limousine with division, low mileage, one owner, immaculate, guaranteed service, 144, Golder Green Rd., N.W.11. Speedwell 0011.

1950 (May) Sheerline saloon, black, small mileage, one owner, immaculate condition, for selling, taken delivery of new Sheerline—Plawosk, 3, Wesley Rd., Grimsby. Tel. 77058.

1949 Austin Sheerline saloon, colour grey and grey leather, mileage 18,000, heater, radio, immaculate condition in every way; £1,525.—R. Maud (Sales), Ltd., 42, Queen St., Macclesfield, Tel. Macc 4451-2.

VANDERVELT'S offer, on behalf of the original owner, 1949 (November) Austin Sheerline, black/brown leather, fitted radio, chauffeur driven and serviced since new by ourselves; £1,525, or near offer—215, Haverstock Hill N.W.5. Primrose 4441.

1950 (Jan.) Austin Sheerline, black, 31,000 miles, reconditioned engine recently fitted, completely serviced, £10 lak. unimpaired inside and out, first-class condition; real bargain at £1,355.—Mantle's Garage, Ltd., Biggleswade, Tel. 2117.

AUSTIN Sheerline, late 1949, one owner, in immaculate condition throughout, radio and heater, taxed, used only by chairman of company; any mechanical inspection invited; £1,550.—Apply, Transport Finance, 108ers Wilshire Brewery, Ltd., Trowbridge, Tel. 2251.

Austin A125 and A135 Cars Wanted

T HE CAR MART, LTD., LONDON distributors, wish to purchase Austin A125 & A135 cars.

AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House 297, Euston Road, London, N.W.1.

TELEPHONE: Euston 1212

GEORGE NEWMAN & Co. have cash waiting for good Austin A125 & A135 cars.
NOW is the time to sell to them at 369, Euston Rd., London, N.W.1. Euston 4466.

AUSTIN MISCELLANEOUS
TAXICABS—Austin ex-London heavy 12/4 6-seater models; from 500.
WADCOLL MOTORS, 150.6, West End Lane, N.W.6. Hampstead 1177.

FERRARIS OF CRICKLEWOOD, Ltd., invite you to call and inspect the new 540 Somerset saloon, the new 16hp hire car, together with their selected stock of used Austin cars.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234.

TANKARD & SMITH, Ltd., offer the choice of many Austin cars, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—192, King's Rd., E.W.5. Flat 4603-5.

Austin Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Austin buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.

AUSTINS wanted—Smiths, 85, Chalk Farm Rd., N.W.1.—Oul. 2707.

MARTON MOTOR Co. for your Austin—Tel. 614-8000, Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required—Corbett & Taylor, 22, Conduit Mews, W.3. Amb. 6049.

RAYNOR BROS., Ltd., 67a, Oremwell Rd., E.W.7. Prohibitor 8161, are buyers all types post-war Austin.

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition; Mayfair 5242.

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins—Tel. Weybridge 235.

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition—May 3051.

FERRICKS OF HOLLAND PARK are interested in the purchase of post-war Austin cars in first-class condition—Holland Park Ave. (next door to Underground), Park 5077.

Austin Spares and Service
NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient super-visor produce the best results.

NORMAND, Ltd., 405-9, King St., W.A. Riv. 3669.

C. O. NORMAN & Co.

AUTHORIZED Austin retailers and buyers of low-mileage Austin cars at any horse-power, service, spare parts and replacement units—50, Vauxhall Bridge Road, London, S.W.1. Victoria 3211.

T HE CAR MART, LTD., LONDON distributors, spare parts for all model cars, and trucks.

T HE CAR MART, Ltd., Walsh Harp, Edgware Rd., N.W.3 (Hendon 6500); and at 14, Uxbridge Rd., Ealing, W.5 (Ealing 6777).

FOR Austin spares and replacement units—Bards, Burnham, Bucks 94.

FERRICKS OF HOLLAND PARK (next door to underground) for Austin Service. Tel. Park 5077.

AUSTIN 7 spares, 1922-39 practically everything in stock, new and second-hand—Price, Three Shires Oak, Bedford, Birmingham.

RECONDITIONED 7, 10, 12, exchange gear boxes, repair to all types; trade discount—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159.

AUSTIN 7 spares, any year, any part, largest stockists in U.K., exchange units, Tyre Northwood, 45-47, Newington Causeway, S.E.1. Hop. 2852, 2850.

BROCKHURST GARAGE—Harrow spares for Austin, 14, Van Dyke Rd., Harrow, Midd. Tel. 01845 561.

WEST LONDON—Rogers Garage; repairs and services; complete New address: Watney Ave., Farnborough, W.8. Riverside 2544-5. Old and new friends welcome.

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery, many spares—Wimbledon Motor Works, Ltd. 29, High St., S.W.19. Wim. 0123.

PRYNN & STEVENS, Ltd., the South London Austin Depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units in stock; repairs and services to Austin exclusively—57, Acton Lane, S.W.2. Britton 1135.

1938 Autovia 7-passenger, division; £375.—Tel. Rip. 0157.

1940 Autovia (Riley) 4-door coach, very cheap; £295; terms and exchanges—H. Roe, The Lynch Garage, Uxbridge, Uxbridge 122.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4½-litre)

P
B
LD.
1934 3½-litre Bentley Park Ward sports saloon, black and grey, with grey leather upholstery.
1934 3½-litre Bentley Park Ward sports saloon, all black with blue leather upholstery.
1934 3½-litre Bentley Park Ward sports saloon, all silver with green leather upholstery.
1934 3½-litre Bentley H. J. Mulliner sports saloon, all black with grey leather upholstery.
A L cars in superb order throughout.
PADDON BROS., Ltd., 60, Cheval Place, S.W.7. (Ken 9477.) (19634)
J
B
JACK BARCLAY, Ltd.,
L ARGEST official retailers of Bentley and Rolls-Royce, a stock list of used models on request to:
12-13 St. George St., Haverstock Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd., (10067)
R
RIPPOON.
R
RIPPOON BROS., Ltd.,
THE Leading Northern Bentley Distributors.
1950 Mark VI standard steel saloon, Tudor grey with maroon leather.
1949 Mark VI standard steel saloon, Tudor grey with grey leather.
1949 Mark VI James Young 2-door, olive green with beige leather.
1948 Mark VI standard steel saloon, black with brown leather, long steering column.
1948 (Sept.) Mark VI standard steel saloon, black with brown leather, wheel spats and chrome waist lead.
1947 Mark VI standard steel saloon (Nov.), black with blue leather.
1940 4½-litre Bentley overdrive, Thrupp & Maberly 4-door saloon, black with beige leather.
1934 3½-litre Park Ward 4-door saloon, black with blue leather.
PHONE, call or write for further particulars: demonstrations and quotations on application.
RIPPOON BROS., Ltd., Huddersfield G540 (5 lines), also at Bradford, Leeds and Sheffield. (10906)
R
BROOKLANDS.
1949 (Dec.) Bentley Mark VI Park Ward drop head coupé, grey, electrically operated hood. Buy or sell your car at:
103 New Bond St., London, W.1. Mayfair 6551-6. (19959)
1934 Park Ward saloon.
1934 Park Ward d/h coupe.
1935 Freestone & Webb saloon.
N S. BROCKLEBANK, 9, Weymouth St., W.1. Lan. 3126. (4011)
TOM GARNER, Ltd., offer:
1949 Bentley 4½-litre Mark VI standard steel saloon, black with beige leather, 6,000 miles on clock.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9205-6. (3774)
R
C. MORTLAKE offers:-
1936 4½-litre Bentley Park Ward 4-door sports saloon, engine overhauled, roadworthy, reconditioned, altogether immaculate, £1,550-8. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3155; after 5.30 Arnold 4024. (3751)
R
RUSSELL MOTORS offer:-
1935 3½-litre Bentley 4-door saloon by Park Ward, engine relieved, many extras, a really exceptional car.
The above car subject to any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9218. (3953)
JACK OLDING OF MAYFAIR
OFFICIAL Bentley and Rolls-Royce retailers.
OFFER:
1950 Bentley Mk. VI standard saloon with division, black with beige leather.
1950 Bentley Mk. VI standard saloon, midnight blue with red leather.
1949 Bentley Mk. VI standard saloon, two shades green with beige leather.
1949 Bentley Mk. VI power-operated coupé by Park Ward, black with green leather.
1948 Bentley Mk. VI standard saloon, metallic grey with grey leather.
1947 Bentley Mk. VI special 2-door saloon by H. J. Mulliner, grey with brown leather.
1939 Bentley 4½-litre special saloon by H. J. Mulliner, black with off-white leather.
1934 Bentley 3½-litre 2-str. sports, black with beige leather.
1934 Bentley 3½-litre sports saloon by A. Mulliner, black and ivory, beige leather.
DELIVERY of new and used cars quoted on application.
UDLEY HOUSE.
A
NORTH Audley St., W.1.
MAYFAIR 2242. (13373)
LARGE stock of 3½-4½ Bentley cars for disposal.
R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9020 (10 lines). (10906)

BENTLEY (3½- & 4½-litre)

C
M
CAR MART, Ltd.
1950 Bentley Mark VI standard steel saloon, black with maroon leather upholstery, 15,000 miles, £3,250.
1948 Bentley Mark VI standard steel saloon, grey with blue leather upholstery, 8,000 miles, £4,500.
CAR MART, Ltd., Gloucester House, 150, Park Lane, C. W.1 (corner of Piccadilly), Grosvenor 5434. (4178)
HAROLD RADFORD & Co., Ltd.,
INVITE you to call and inspect their unique selection of Bentley cars.
3½-litre Bentley with Vanden Plas all-weather touring body with winding windows, colour cream and blue, two owners, speedometer reading 87,522 miles, in exceptional condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (15952)
MASCOT MOTORS, Ltd., offer:-
1935 3½-litre Rippon sports saloon; £1,025.
1934 3½-litre Thrupp sports saloon; £1,025.
MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. (4378)
SWANMORE GARAGE, Bournemouth.
1948 Bentley Mark VI Standard steel saloon
1939 Bentley 4½, M.R. series, overdrive Park Ward saloon.
1938 Bentley 4½, L.S. chassis, 2-door H. J. Mulliner sports saloon.
1938 Bentley 4½, Vanden Plas d/h coupe.
1937 Bentley 4½ saloon by Cockshott, 2 owners only.
1937 Bentley 4½ Gurney Nutting streamlined saloon.
1936 Bentley 4½ Barker 2-door saloon.
1936 Bentley 3½ Park Ward 4-door sports saloon.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Bournemouth. Tel. Southbourne 1022. (3708)
MCKINNON MOTORS, Ltd., offer:-
1938 (March) Bentley 4½ Thrupp & Maberly semi-racer edge 4-door saloon, just arrived from Czech Republic, having been completely re-upholstered inside beige hide with carpets and roofing to tone, cushioned black; excellent chassis and performance, new India tyres, trade enquiries welcomed.
MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Warrington, Surrey. Established 1906. Tel. Warrington 5404. (3791)
H
M BENTLEY & PARTNERS, Ltd.
1935 Bentley 3½-litre chassis, fitted with post-constructive, having been completely re-upholstered inside beige hide with carpets and roofing to tone, cushioned black; excellent chassis and performance, new India tyres, trade enquiries welcomed.
9 Albemarle St., London, W.1. Tel. Grosvenor 5511. (3285)
MANN EGERTON & Co., Ltd., offer:-
1950 Bentley Mk. VI steel saloon, finished two shades grey with grey hide upholstery, radio, heater and sun roof, immaculate throughout.
1949 Bentley Mk. VI drop head 4-str coupe by Park Ward, finished in special shade of grey with grey leather upholstery and grey twill head, 11,000 miles only, indistinguishable from new.
1948 Bentley Mk. VI steel saloon, finished in grey with maroon leather upholstery maintained throughout by Bentley Distributors and in excellent condition, 37,000 miles.
1947 Bentley Mk. VI steel saloon, finished in black with fine red and silver lines, fawn hide upholstery, modifications carried out, 54,000 miles, regular service.
14 Berkeley St., London, W.1. Regent 2073. (4371)
GUY SALMON AUTOMOBILES, Ltd., offer:-
1949 Bentley Mark VI James Young 2-door sports saloon, 26,000 miles, Bentley maintained, a superb and faultless motor car, £4,550—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3-5. (3480)
COOMBS & SONS (GUILDFORD), Ltd., offer:-
1939 Bentley 4½-litre (overdrive) Park Ward semi-racer-edge saloon, 600 miles since new, £2,450.
1938 Bentley 4½-litre Park Ward saloon, discs, radio, 4½, reupholstered, £2,450.
1934 Bentley 3½-litre Park Ward saloon, black and blue, £1,295.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-8-9. (4517)
H. A. FOX & Co., for Bentley cars, 3-5, Burlington Arcade, W.1. (10445)
LATE 1935 3½-litre Bentley all-steel Park Ward saloon; nearest £1,600—Box 7838. (4651)
1950 (October) Bentley Mark VI saloon, grey, mileage under 20,000, £4,950.
E. C. STEARNS & Co., Ltd., 250-262, Brompton Rd. E. S.W.3. Kensington 0081. (4242)
1949 Bentley Mark VI 4-door saloon, black/beige, serviced by makers since new; a specimen car.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, M.C.R. 19, Ross 2674/5. (4356)
1934 C A. Feto, Ltd., 42, North Audley St., W.1. Mayfair 5051. (3237)
1936 Series Bentley 3½-litre Vanden Plas pillar-less saloon, black with fawn hide, H.M.V. radio taxed for the year; £1,585.
A. SAUNDERS, Ltd., Austin House, Castle St. Worcester. Tel. 226. (15978)

BENTLEY (3½- & 4½-litre)

H
R
H. R. OWEN, Ltd.,
17 Berkeley St.,
GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.
PROVIDE Members of the Brain Group.
A NATIONAL Motoring Organisation.
1950 Bentley 4½-litre Mark VI standard steel (SR) by Bentley, in black, upholstered brown hide, fitted compacts etc., in showroom condition throughout—Ref. H. 8537.
1950 Bentley 4½-litre Mark VI standard steel saloon (SR) by Bentley, in green, upholstered dove grey, hide/blue piping & beautiful car in splendid order throughout—Ref. H. 8480.
1950 Bentley 4½-litre Mark VI standard steel saloon (SR) by Bentley, in green, upholstered beige hide, fitted picnic tables, compacts, etc., in lovely condition throughout—Ref. H. 8184.
1948 Bentley Mark VI 2-door saloon (SR) by Bentley, in green, upholstered beige hide with beautifully equipped interior—Ref. H. 7460.
A L cars carry our unique six months' guarantee, unless otherwise stated at time of purchase, please write or phone for details to:
H. R. OWEN, Ltd.,
17 Berkeley St.,
LONDON, W.1.
TEL.: Mayfair 9060. (15055)
C HARLES FOLLATT, Ltd., accredited Rolls-Royce C and Bentley retailers and repairers, offer:-
1950 Bentley 4½-litre standard steel saloon, 2-tone grey, slate blue hide, one owner, 3,000 miles, chauffeur maintained.
1949 Bentley Mark VI standard steel saloon, black, 14,000 miles.
1948 Bentley 4½-litre standard steel saloon, maroon, one owner, 22,000 miles, chauffeur maintained.
1948 Bentley Mk. VI standard steel saloon, most attractive painted maroon and black, beige hide, 37,000 miles, 1952 modifications.
A L mileage quoted on the above cars is guaranteed.
18 Berkeley St., W.1. May. 6266.
E SGINA Ave., W.8. Cunningham 5956-8. (4065)
£1695 4½-litre Bentley saloon, run 5,482 miles since 1935 spent with makers—Lawton-Goodman, 36, North Audley St., W.1. (12564)
1949 Bentley 1951 modifications, £3,950—Claydon, 10, N.W.1. Tel. Euston 5226 (5 lines). (1974)
1948 Bentley Mark VI standard saloon, black, genuine 34,000 miles, 1952 modifications, faultless; £4,150 or over secure immediate delivery. Box 7755. (4085)
1935 Bentley 3½-litre Barker sports saloon, excellent condition, 10,000 miles, 1952 modifications.
1937 Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (1973)
1951 Bentley (May) Mark VI duo-green, guaranteed by makers, 1952 modifications, B.M.T.A. permission, 10% plus 10% exchange—Harrow Garage, Harrowford 2332. (3699)
58000 miles—1950 (June) MKX series overdrive with 4½-litre motor, 4-door saloon, just overhauled by official repairers; £3,950—Leather, 2, Longdon Lane, Ewell, Surrey. (4057)
1948 Bentley Mark VI standard steel saloon, 32,000 miles, black, beige hide, literally as new; £3,850—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2488. (4292)
1934 3½-litre Bentley Park Ward saloon in excellent order, any inspection invited, private owner will sell to the highest offer over £750—Dorset Garage, Methwold, Norfolk. (4032)
1949 (May) Bentley S.S. saloon, one owner, 34,000 miles, grey with leather, radio and heater, perfect history, new Bentley arrived; £4,400—Cyril Sheppard, 102, King's Rd., Reading 2712. (4575)
LATE 1949 Mark VI Bentley standard steel saloon, black with fawn hide upholstery, 25,000 miles, perfect condition, owner driven, chauffeur maintained; £4,200—Tel. Dry 2281 or Box 7848. (4060)
BENTLEY Mk. VI (late 1947), fitted with special sports saloon body by Vanden Plas, carefully maintained and in excellent condition throughout and appointment to view 7, Old Hall Drive, Nottingham. (4029)
C HARLES OF PIRRHOTT, Surrey, automobile C engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; all cars available for inspection. Tel. Brookwood 2201-2. (10558)
1951 model Mk. VI Bentley, body by H. J. Mulliner, standard all-metallic lightweight saloon, 8,000 miles only, show car, two-tone blue, an exceptional and superb car—Bel & The Dragon Hotel, Cockham, Bourne End 160. (4060)
BENTLEY 3½-litre Park Ward 4-door saloon, 1954, in good mechanical condition throughout; splendid performance; £1,200, reason for sale new car arrived. Apply, Transport Engineer, Chesham Whitebriary Wilt., Trowbridge, Tel. 2201. (4452)
A RCHIE SIMONS & Co. Ltd.—1948 Bentley Mk. VI standard steel saloon, colour grey, blue leather upholstery, radio and heater, nominal mileage, just back from maker's events in every way; £4,400—94, Old Portland St., W.1. Lan. 1345. (5963)
BENTLEY Mk. VI standard steel saloon, purchased 7/10/48, finished maroon, beige leather interior with loose covers, 2 H.M.V. radio heater, etc. 54,000 miles, most carefully driven, superb in every way; first offer £3,650; Lancia or similar car required—12, Church St., Luton 5212-3. (4057)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

61 BENTLEY (other than 3½ and 4½ litre)
sports saloon, magnificent condition at pre-Budget price, numerous extras, 15 mpg; £345.—Box 7636, [1626]

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars."

Bentley Cars Wanted
OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, Ltd., offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 8060. Head office: Hoffmann's Garage, Ltd., Muddersfield Rd., Halifax, Yorks. Tel. Halifax 3444. [10516]

CAR MART, Ltd., wish to purchase Bentley Cars.—Gloucester Road, 150 Park Lane, W.1. (corner of Piccadilly), Grosvenor 3434. [10958]

BENTLEY
AR specialist for over 30 years wishes to purchase pre- or post-war Bentley in good condition; urgently wanted. 1546-7-8 Mark VI standard saloon. Tel. S. MERRID (S4125), Ltd., 42, Queen St., Maidlinghead, Tel. 3431-2. [5921]

BENTLEY or Rolls-Royce with cars for disposal are invited to get in touch with
JACK BARCLAY, Ltd., [10516]

OFFICIAL retailers of Rolls-Royce and Bentley.

12-13 St. George St., Hanover Square, W.1. Tel. May. 7444. [10952]

GEORGE NEWMAN & Co. have cash waiting for good Bentley cars. Tel. 1011-1012. [10211]

ROWLAND SMITH'S the Bentley buyers.—Hamstead High St. (Hamstead Tube).—Ham. 6041. [10516]

WEYBIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [10540]

GEOFFREY EDWARDS, Ltd., urgently require 4½ or 5½-litre Bentleys.—Amenbury Lane, Harpenden, Herts. Tel. 118. [3284]

WE wish to buy a good 3½-litre sports saloon with side control.—Details to Hastingshoke Motors, Ltd., Basinstoke. [10946]

HATTONS MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley. Broad St., Midland 2437. [10957]

WANTED from private owner, carefully used Rolls-Royce Phantom, 1934-35, Adams, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 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3582, 3583, 3584, 3585, 3586, 3587, 3588, 3589, 3590, 3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 3616, 3617, 3618, 3619, 3620, 3621, 3622, 3623, 3624, 3625, 3626, 3627, 3628, 3629, 3630, 3631, 3632, 3633, 3634, 3635, 3636, 3637, 3638, 3639, 3640, 3641, 3642, 3643, 3644, 3645, 3646, 3647, 3648, 3649, 3650, 3651, 3652, 3653, 3654, 3655, 3656, 3657, 3658, 3659, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667, 3668, 3669, 3670, 3671, 3672, 3673, 3674, 3675, 3676, 3677, 3678, 3679, 3680, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3691, 3692, 3693, 3694, 3695, 3696, 3697, 3698, 3699, 3700, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3708, 3709, 3710, 3711, 3712, 3713, 3714, 3715, 3716, 3717, 3718, 3719, 3720, 3721, 3722, 3723, 3724, 3725, 3726, 3727, 3728, 3729, 3730, 3731, 3732, 3733, 3734, 3735, 3736, 3737, 3738, 3739, 3740, 3741, 3742, 3743, 3744, 3745, 3746, 3747, 3748, 3749, 3750, 3751, 3752, 3753, 3754, 3755,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CADILLAC
JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Cadillac 4-door saloon, colour blue, chv engine, extra.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelson). Ken. 4550. (1949)

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. require Cadillacs (1937 onwards).—Wembley 6691/3905. (1965)

SOLE concessionaires, Lendrum & Hartman, Ltd. will purchase used Cadillac models.—Showrooms: Bullock House, Albemarle St., London, W.1. Resident 7121. 10004

Cadillac Spares and Service
CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Bullock House, Old Oak Lane, Willesden Junction N.W.10. Tel. Elgar 7911. (1912)

CHEVROLET
JOE THOMPSON (MOTORS), Ltd., offer:—

CURRENT model "Power Glide" brand new Chevrolet convertible coupe, colour black, interior red leather upholstery.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelson). Ken. 4550. (1929)

BRITISH & COLONIAL MOTORS, Ltd., offer:—

1949 Chevrolet 4-dr. Styleline saloon de luxe, h.d. 20, 20 m.p.h.
1946 Chevrolet 4-dr. Fleetmaster saloon, h.d., 110 tax, 25,000 miles.
CHOICE of several Chevrolet usually in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3568. (1939)

DAGENHAM MOTORS, Ltd., offer the following car:—

1950 Chevrolet 4-door saloon, h.d., grey, heater, 10,000 miles.
56 Park Lane, W.1. Recent 4966, 374 Ealing Rd., Aliperton, Middlesex, Perivale 1846, And 6 & 12, Yansver Rd., Cufford, 8566. Hither Green 4221. (1919)

CHEVROLET 1947 Fleetmaster 4-door saloon, in immaculate condition, light grey, 4900, or near 4900, 2-door sedan, 1949 Chevrolet 2-door full de luxe saloon.—Wembley 6691-3905. (1929)

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Chevrolet 1937 onwards. (1939)

1950 (October) Chevrolet Skyline de luxe saloon, 1949 model, 1000, spare unused, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 9821-2. (1904)

DECEMBER 1950 Chevrolet de luxe, r.h.d., 7,000 miles immaculate condition; also another 1950 model.—Sidley Marcus, Ltd., 33, St. Anne St., S.W.1. Tel. Sloane 3557/6970. (1936)

Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. require Chevrolet (1937 onwards).—Wembley 6691/3905. (1966)

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. (1963)

Chevrolet Spares and Service
CHEVROLET spares and repairs, for private vehicles, (Distributors for London and Home Counties), British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. (1963)

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Chevrolet 1937 onwards. (1939)

1950 Chevrolet 2-door saloon, 1952, two owners only sound body and mechanical condition, ideal for hire or towing.
1947 Chevrolet 4-door saloon, 1952, two owners only sound body and mechanical condition, ideal for hire or towing.
1937 Chevrolet 4-door saloon, 1952, two owners only sound body and mechanical condition, ideal for hire or towing.
1937 Chevrolet 4-door saloon, 1952, two owners only sound body and mechanical condition, ideal for hire or towing.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Egham, Ware Rd., N.W.3. Col. 8063. (1471)

UTO SALES (LONDON), Ltd.

CHEVROLET distributors will purchase all types of Chevrolet vehicles.—59-65, Belisle Rd. Swiss Cottage, N.W.3. Tel. 5559/2145. (1964)

ROWLAND SMITH'S, the Chevrolet buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (1964)

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Chevrolet (1937 onwards).—Wembley 6691/3905. (1967)

Chevrolet Spares and Service
UTO SALES (LONDON), Ltd.

CHEVROLET distributors, spares for all models; exchange recommended units in stock.—59-65, Belisle Rd. N.W.3. Tel. 5559/2145. (1965)

Chevrolet Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (1965)

H. W. MOTORS, Ltd.

1940 drop head coupe, light 15, one of the genuine 1940 models with 3-piece mahogany dash, fitted with 1946 type engine and four-speed gear box, 2 carburetors whole car in excellent condition having been maintained by ourselves for last three years, all invoices available, radio and many other extras, black with cream wheels and red upholstery, mohair hood, taxed, 6550. (1965)

H. W. MOTORS, Ltd., Walton-on-Thames, 783 & 1437. (1960)

G. NORMAN & Co.

CITROEN sole distributors for the county of London, C. buyers of low-mileage Citroen cars, service, spares and replacement units.—G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (1975)

BOON & PORTER, Ltd.

1946 saloon (light 15), brown, recently reconditioned, excellent condition, 6700, 12-Castrol, 5-W.13 (on Hammermill Bridge). Riv. 4444. (1961)

CITROEN
JACK ROSE, Ltd., offer:—

1946 Citroen saloon, a beautiful car inside and out with cherry red upholstery, car goes to 100 miles demonstration, 4745.—Jack Rose, Ltd., Stratford Rd., Wallington Surrey, Wallington 6677-8. (1962)

B. J. HUNTER, Ltd., offer:—

1949 Citroen 15 saloon, positively unmarked.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. (1141)

PHILIP RICKARDS, Ltd., offer:—

1947 Citroen 15hp saloon black/red.—4, Brick St., Park Lane, London, W.1. Grosvenor 4111. (1972)

CHIPSTEAD MOTORS, Ltd., offer:—

1948 15 special sports saloon, many extras, black and red, radio, etc., specimen.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London S.W.3. Flaxman 0052/753/7154. (1925)

ACE SERVICE STATION (LONDON), Ltd.

CITROEN distributors.
ENQUIRIES invited for guaranteed used Citroens, spares and efficient service.
NORTH Circular Rd., Stonebridge Park, N.W.10. (1929)

JOHN S. TRUSCOTT, Ltd., for Citroen.

PRESENT stock includes a selection of post-war light 15's; also:—

1950 6-cyl. saloon, mint green, fawn leather; guaranteed total mileage under 1,000; as new in every detail; £1,895.
1949 6-cyl. saloon, examples are offered; full details on request.

EXCHANGES, deferred terms.
S.K.E.D. Citroen service and spares.

173 Westbourne Grove, W.11. Bay. 4274. (1468)

CLAND & TABOR, Ltd., Weylyn 481, offer with A three months' guarantee.

CITROEN light 15 saloon, first registered May, 1949, finished superb, beige upholstery, radio. (4116)

WORTHINGTON MOTOR CO., Ltd. for Citroen, sales spares service.—Tel. Worthing 71. (1938)

1949 Citroen super modern 12, 1950, in immaculate condition throughout; looks like a 1946; many others.

1950 Citroen super modern 12, 1950, in immaculate condition throughout; looks like a 1946; many others.

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1950 Citroen super modern 12, 1950, in immaculate condition throughout; looks like a 1946; many others.

CITROEN Cars Wanted
CITROEN, Light 15, h.d. be good.—71, Edgwhill Court, Wembley, S.W.19. (1962)

CITROEN in good condition wanted.—39, Brockham Drive, Hove, Essex, Tel. Valentine 2039. (1275)

W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437. (1964)

JOHN S. TRUSCOTT, Ltd., urgently require really well-kept Citroens.—175, Westborough Grove, W.11. Bay. 4274. (1940)

SOUTH of the Thames
BALES of Croydon.—Distributors and specialists for over 25 years, Tel. Croydon 3151-2. (10157)

BRING your used cars to the Citroen specialists; we will recondition as new.
THE HEADINGLEY MOTOR & ENO. CO., Ltd., 8, Otley Rd., Leeds, Tel. 52627-8. Grams: Trubie. (1749)

WIDOMBE GARAGES, Ltd., Putney Rd., Bath 4653.—Citroen parts, reconditioned drive trains 48-hr. service.

SHRIMPSON'S MOTORS, Ltd. London Distributors. Head office and showrooms—242-244 Bromston Rd., S.W.1. Kensington 8444. Slange 5492. (1949)

S. P. FASCALL (GUILDFORD), Ltd. are distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford, Tel. 2274-5-6. (1949)

WOODFORD CAR MART Essex distributors for Citroen cars, sales, service and reconditioning. Woodford New Rd., Woodford Green Essex. Buschard 0017. (1920)

CITROEN—We are distributors for N.W. Kent and specialise in reconditioning these cars; from assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 125. (1946)

BOWEN ROAD GARAGE & ENGINEERING CO. Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. (1968)

DAIMLER
PRIDE & CLARKE, Ltd.

1939 Daimler 24hp 7-seater limousine, face-for-face, ward seats with division, black with gold leather, interior, upholstery and leather in new condition, new engine fitted 1950, superb condition; 2395. (1940)

3 months' guarantee, terms, exchanges, list.—Stockwell Rd., S.W.3, Brixton 6251. (14307)

PALMERS MOTORS, Ltd.

1939 Daimler E.L. 24 limousine with division, 7-seater, Bedford cord at rear, leather front, widest face-forward occasional, most attractive semi-rigid edge body, small mileage, indisputable from new, £10 tax, £1,500; would consider part exchange, terms.—55, York St., Twickenham, Peppercorn 1830. (1416)

TONY GARNER, Ltd., offer:—

1950 Daimler 24-litre Consort saloon, black with gold leather upholstery, 7,000 miles only.
TONY GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-8. (1975)

MCKINNON MOTORS, Ltd., offer:—

1950 (April) Daimler 24-litre saloon (not Consort), grey, blue leather, sliding roof, heater, 9,000 miles only; £2,450, six months' guarantee; terms.—Enfield, Surrey. Establishments 1906. Tel. Wallington 5404. (1975)

MCKINNON MOTORS, Ltd., Langham House, 3, St. Dunstons Rd., Wallington, Surrey. Establishments 1906. Tel. Wallington 5404. (1975)

1936 Daimler light 20 saloon, 2395. (1940)

W. J. BROWN, Ltd. Established over 30 years, 339, Finchley Rd., N.W.3. Hampstead 4414. (1966)

STRATSTONE, Ltd., Daimler Distributors.

Daimler 27hp touring limousine by Freestone & Webb (1946), black with fawn cloth to rear, serviced by Daimler Co., in excellent condition; £3,250.
Daimler 24-litre Consort saloon, 1950, black with green leather, 11,000 miles; £2,295.
Daimler 24-litre saloon, 1948, black with brown leather, heater and demister; £1,795.
Daimler 24-litre saloon, 1948, black with brown leather, radio, heater and demister, and many extras, 12,000 miles only; £1,695.
Daimler 24-litre saloon, 1947, black with red leather, radio and heater, reconditioned, in outstanding order; £1,395.
Daimler 24-litre saloon, 1948, blue with blue leather, well maintained; £1,195.
STRATSTONE, Ltd., 40, Berkeley Sq., W.1. Mayfair 4404. Service 7, Bedford Sq., Russ Sq., W.C.1. Terminus 7464. (1952)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (August) Daimler 24-litre special sports chassis fitted Barker 2-3-seater drop head coupe body, 8,000 miles, £2,550. Portsmouth 184. Thames Ditton, Emsworth 5551-2-3. (1693)

1938 Daimler 17 saloon, immaculate condition; £625.—Reile 2254. (14135)

CASS'S MOTOR MART—1987 Daimler 20 saloon, black and blue, engine last reconditioned, superb condition.—Below

1939 Daimler 24-litre saloon, blue, numerous exchanges, written guarantee.—5 Warren St., W.1. Euston 4110. (1964)

EL 24 limousine, late 1938, black cloth interior, wide occasional. See discs, new battery, private in very condition; £250.
A. S. W. Reliance 1647. (18792)

SINK (BOURNEMOUTH), Ltd. engaged exclusively to the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

Daimler House, Bournemouth, Tel. 5405. (1954)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (16 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.
1949 Ford 10hp Prefect saloon, colour beige, with leather upholstery, 15,000 miles, one owner.
1950 Ford 10hp Prefect saloon, colour black, with brown leather upholstery, 14,195 miles, one owner.
 These cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.
CRICKS offer:—
1949 Ford Prefect, green with brown upholstery, low mileage, magnificent condition throughout.
A S.W.2. Tel. Tulse Hill 1909. (2960)

ROUNDABOUT offer:—
1949 (November) Ford Prefect, black with brown leather upholstery, one careful owner, 12,000 miles only condition equal to new; 6755.
1947 Ford Prefect, choice of two, manufacturers' recommended engine fitted, black with brown leather upholstery.
ROUNDABOUT GARAGES, Ltd., Western Ave., Greenford, Middlesex. Wuxley 1071-5. (3917)

PERRY'S OF HARROW.
 Have an excellent selection of post-war 10hp saloons available.
 Phone Harrow 1031 for details.

W HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (0100)

H A SAUNDERS, Ltd., offer:—
1950 Ford Prefect saloon, black with brown upholstery, 1,300 miles; 6355.
836—842, High Rd., N.12. Hillside 0024. (3841)

A ILAN TAYLOR MOTORS, Ltd., offer:—
1949 Prefects from 6775 to 6815.
1950 Prefects from 6865 to 6995.
H IGH ST. Wandsworth, S.W.18. Tel. Vandyke 4433. (4657)

W J. BROWN, Ltd., Used Ford Specialists.
1950 (Sept.) Ford Prefect saloon, green, leather upholstery, 9,000 miles, taxed; 6250.
1950 (5.12.49) Ford Prefect saloon, black, leather, spot lamp, 15,000 miles, taxed; 6785.

1950 (3.11.49) Ford Prefect saloon, black, brown leather, 14,000 miles; 6775.
1949 (June) Ford Prefect saloon, green, brown leather, 25,000 miles; 6740.
W J. BROWN, Ltd., Main Ford Dealers.

339 Finchley Rd., N.W.3. Hamstead 4414. (3980)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.
1950 Ford Prefect saloon, black, red hide, 2,400 miles, and many others.
56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5586; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. (3500)

1950 Ford Prefect saloon, black with brown leather, 2,000 miles. Est. 1949.
H A SAUNDERS, Ltd., Austin House, Castle St., Worcester, Tel. 2568. (3879)

1949 Ford Prefect saloon, black, leather, 12,000 miles. Immaculate condition. 6775.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9, St. Col. 6083. (3535)

1946 export Prefect, r.h.d., excellent condition; 5400ms.—43, Rockery Lane, Liphroth. (2841)

£195—1936 Ford 10hp 4-door saloon, black—1, Somerset Ave., Hook, Surrey, Elmbridge 0380. (4414)

1947 Ford 10 hp luxe saloon, one owner; 6235.
JACK WILLIAMS MOTORS, Ltd., 163, Priory Rd., Hornsey, Mounview 5228 and 5774. (2620)

1949 Ford Prefect saloon, green, with cloth upholstery, mechanical condition guaranteed.
1939 Ford Prefect saloon, 4-door, blue leather, reconditioned engine, 10,000 miles only; 6755—below.
PERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia 2234. (3550)

1950 (Nov., 1949) Prefect, black, carefully used and serviced; 6750—Campbell Symonds, Wembley 6862. (7155)

1950 (November) Ford Prefect, black, low mileage, licensed to December, 6755—Wimsham & Co. Ltd., Abbey 6856. (3541)

1949 Ford Prefect, black with beige cloth upholstery, 11,000 miles, one owner, immaculate condition, offers wanted.
CHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. (2962)

FOR sale, 1939 Prefect, reconditioned in green, 4-door saloon, good running order, recently overhauled, 5 good tyres, 6400.—Box 7645. (1642)

SEPT. 48 Ford 10hp black saloon, genuine 17,000 miles, radio, covers, spotlight, original Goodyears; 6280.—G. Jeffery, "Burngrave", Bogner Regis. (4411)

FORD Prefect (first registered Nov. 1949), first-class condition, chauffeur maintained, mileage under 15,000, wireless fitted, price 8250.—Box 7473. (2710)

1949 Ford Prefect 4-door saloon, small mileage, radio and covers, excellent condition—Morris Clark, 32a Kensington Church St., N.W.8. Western 5200. (4501)

FORD (16 h.p.)

L. F. DOVE offer: 1948 Ford Prefect, black/brown, 10hp coupe, heater, showroom condition; 6285.—69, Broadway, W.10. W.19. Liberty 5456. (4494)

RTHUR E. GOULD, Ltd., 225-229, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Lancham 1941-3.
1946-50 Ford Prefect saloons, low mileage, all guaranteed.

1946 (Dec.) Ford Prefect, black with red leather upholstery, excellent condition.—Saunders Abbott & Co., Wickham Rd., Beckenham, Kent. Tel. 1980. (4621)

1947 (Oct.) Ford 10 Prefect 4-door saloon, one owner, quite unmarked, fully guaranteed; 6215.—A.Z. Motora, Palmerston Rd., N.W.6. Mai. 4725. (2236)

FORD 10hp 1956 de luxe saloon, 8,000 miles, excellent reconditioned engine, clean condition, except 4210 for quick sale as new car supplied.—Horsforth, Yorks. 5301, after 6 p.m. (4025)

MABLE ARCH MOTOR SUPPLIES, Ltd., offer 1949 Ford Prefect saloon, 18,000 miles; condition and appearance as new, black with beige cloth trim; 6215; terms or exchanges.—Tel. Watford 4491. (5708)

795ms.—Ford Prefect, November, 1949, 10hp 4-door saloon, black, green leather, 13,950 miles, very carefully used, practically new condition, terms, exchanges.—Rowland Smith, below.

545—black, red leather, good tyres, excellent condition; choice 6 Prefects, terms, exchanges; last, open 7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (4287)

£195—Ford 10hp saloon, 1935, recently fitted reconditioned engine and thoroughly overhauled mechanically, all build available for inspection, a most economical little car and genuine value for money.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (15 lines).—Write for post-free catalogue of nearly 500 cars, hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday to Saturday. (432)

1950 (December, 1949) Ford Prefect, black, with leather upholstery, small mileage, immaculate appearance, perfect mechanically, one owner, absolute bargain; 6716.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. (9567)

Ford Ten Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 10 cars—150, Park Lane, W.1. Grosvenor 5434. (0174)

GEOFFREY NEWMAN & Co. have cash waiting for good Ford 10 cars.
NOW is the time to sell to them at 369, Euston Rd., London, N.W.1. Euston 4466. (4214)

ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0935)

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Huttons, Lord St., Southport, Tel. 2286.
 6 new, post-war Ford 10 required.—Furton 5, Brae Court, Kington Hill, Surrey. Tulse Hill 2756 (even).

FORD (V.8)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.
1950 Ford V.8 Prefect saloon, 12,000 miles, both low mileage and in first-class condition.
1938 Ford V.8 Prefect saloon, black with brown leather upholstery, good condition; 6225.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.
W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (2963)

A CRES offer:—
1950 Ford Pilot, black with brown leather, radio and heater, speedometer reading 9,200, undoubtedly genuine indistinguishable from brand new; 61,075.
CRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. (2962)

CAR MART, Ltd.
1950 Ford Pilot saloon, radio, heater, 14,000 miles; 61,095.—Car Mart Ltd., 320, Euston Rd., N.W.1. Euston 1212. (4179)

TOM GARNER, Ltd., offer:—
1950 Ford V.8 Pilot saloon, black with brown leather, heater; 8,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Tel. 5533. (3776)

H A SAUNDERS, Ltd., offer:—
1950 Ford Pilot saloon, green with beige upholstery, heater, 1,300 miles; 61,135.
836—842, High Rd., N.12. Hillside 0024. (3842)

WARWICK WRIGHT, Ltd., offer:—
1950 Ford V.8 Pilot saloon, blue, blue leather, heater, 7,000 miles; 61,173.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (2267)

W J. BROWN, Ltd., Used Ford Specialists.
1948 Ford Pilot saloon, black, heater, loose covers; 7,000 miles.
W J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hamstead 4414. (3981)

1938 Ford 52hp 4-door saloon; 4225; exchanges.
ERIC HAYES, Ltd., 13, Riches Bridge Rd., Paddington, London W.2. Paddington 0289. (4476)

1949 Ford Pilot saloon, 9,000 miles.—Autovox, Ltd., Winchester. Winchester 4834. 3726

FORD (V.8)

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1950 (Dec.) Ford Pilot, 2,400 miles only, radio, heater, loose covers; 61,525.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford, GU97-9. (14516)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.
1950 Ford Pilot saloon, black, radio, heater, 7,000 miles.
56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5586; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. (3501)

1937 Ford V.8 22hp saloon, very good runner, sound bodywork, excellent tyres; 619.—GARAGE SERVICE CO., 11009 Lane, Golders Green, N.W.11. Speedwell 3403. (4244)

1950 Ford Pilot heater and radio, nominal mileage 5995.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. (11916)

CORDON CARS (LONDON), Ltd.—1950 Ford V.8 Pilot saloon; 61,095.
CORDON CARS (LONDON), Ltd.—1949 Ford V.8 Pilot saloon; 6263.
CORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. (3459)

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

1948 Ford Pilot saloon, leather and heater; terms, exchanges; R.A.C. or A.A. examination invited; 6750.
GEOFFREY NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466.

1948 Ford V.8 Pilot, black, beige; very good value at 6835.—Beardmore Service, 26, Queensway, Raywater, W.2. Raywater 0156. (4605)

1950 Ford Pilot saloon de luxe, black, 15,000 miles; 6268.—Park Garage (Motors), Ltd., Hampton Court Way, Molesey, Tel. 4371. (9941)

DIRECTOR'S Ford Pilot, spickeen condition, open to any inspection, less than new.—Rine Road, 6069 after 6 p.m. 11, Croft House Lane, Huddersfield. (2744)

1939 Ford V.8 (30) 91A saloon, good tyres, black with interior, clean, smart, taxed, excellent runner; 6395.—Reg. Tunnis (Motors), Ltd., 17-13, East Be. St., Tottenham, N.15. East Be. 1480. (4405)

1950 (May) Ford Pilot saloon; 6890; no offers; one owner, radio, heater, leather upholstery, colour blue, 18,000 miles, taxed year.—Sim, 15, East Be. Rd., Higher Crumppall, Manchester 8. (4055)

£275—1937 Ford V.8 30hp drop head coupe, perfect condition, blue with brown leather upholstery.—A. Pile & Son, Ltd., Coachbuilders, St. Vincents Rd., Dartford, Dartford 4346. (2856)

1948 Ford V.8 super de luxe American model 4-door saloon, recorded mileage 22,000, radio, heater, hand swivelling spot light, twin pass lights and reversing light, twin wing mirrors, taxed for the year, quite without blemish in every way; 6325.
MY KENNINGTON, W.8. Tel. Western 4795. (3563)

Ford V.8 Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford V.8 cars—320, Euston Rd., N.W.1. Euston 1212. (0175)

GEOFFREY NEWMAN & Co. have cash waiting for good Ford V.8 cars.
NOW is the time to sell to them at 369, Euston Rd., London, N.W.1. Euston 4466. (4215)

A 8 new, post-war Ford V.8 required.—23, Broadwater Court, W.8. Tulse Hill 1289 (day). (0692)

ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0935)

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Ford V.8s (1937 onwards).—Wembley 6891/3605. (0668)

ALMOST new Ford V.8 required: cash payment.—4 Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (0248)

UTILITY—FORD OR OTHER BODIES
DICKS
1937 Ford V.8 30hp utility; 5325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex 0880-9.

FORDSON 10cwt. Martin Walter utility, 7-seater, first registered 1951, colour blue; 6737.
W J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hamstead 4414. (3984)

1948 Fordson 8hp Swift utility, fawn and natural wood; 6485.—King's Motors, 1, High St., Hamstead. Tel. 5533. (3943)

1939 Ford 10 utility, new body with 4 side doors and 2 rear doors, has just been built on the chassis which has been completely reconditioned, re-upholstered throughout and fitted by a 6 months guarantee; 6465; or on very easy hire purchase terms.
KING'S MOTORS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 535. (2527). Open week-days 9 a.m. to 7.30 p.m. (4477)

Ford Utility Cars Wanted
1 10 and 30hp utilities wanted from 1936 onwards.
GEOFFREY NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (0640)

ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

FORD MISCELLANEOUS

BOON & PORTER, Ltd.
1950 Prefect saloon, green, positively unmarked, mileage 3,000; 6292.
1948 Prefect saloon, black with brown leather upholstery, reconditioned engine; 6745.
1949 (June) Ford Pilot saloon, black, fitted radio, heater, loose covers, 22,000 miles; 6325.—Castelna, S.W.13 (by Hammermill Bridge). Riv. 4444. (3964)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD MISCELLANEOUS
TANKARD & SMITH, Ltd., offer the choice of many Ford cars and 100 from their vast stock of over 200 used cars all with full written guarantee.
—189, King's Rd., S.W.3. Tel. FIAT. 4801-3. (1076)

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (1038)

WARWICK WRIGHT, Ltd., main Ford dealers.—Invicta Works, 279, Balhams Lane, North Finchley, N.12. Tel. Hillside 4444. (1043)

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Cul. 3767. (1083)

FORD in good condition wanted.—32, Brookham Drive, Hford, Essex. Tel. Valentine 2066. (1049)

CAGE immediately for good Ford.—H. F. Edwards, 200, Gt. Portland St., W.J. Langham 0012. (1419)

FICKERS OF HOLLAND PARK are interested in the purchase of post-war Ford cars in first-class condition.—Holland Park Ave (next door to Underground) Park 5077. (1243)

Ford Spares and Service

FURST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.A. Div. 3665 (1031)

R. H. P. S. COOK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Ford-cars: Dagenham reconditioned engines, 6, 10 and 50hp always available from stock.
—221, Beldisford High St., S.W.17. Tel. Balham 4421. Also at
—FOOD Rd., Folkestone S1222. (1030)

ALAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18

MARINE Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4435 (5 lines). (1014)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandstead 2233), main Ford dealers, service and all spares. (1003)

DELARMS MOTORS Ltd., 45-45, Acro Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. (1010)

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers—6, Hamstead High St. (Hamstead Tube). Ham. 6041.

FRAZER NASH-S.M.W.

PERFORMANCE CARS, good selection always available; written guarantee. See under "Sports Cars."

TYPE 45 coupe, 1935, 4-ster., with back windscreen; engine recently overhauled; just run in; new radiator, transmission, oil pump, battery; seen 84s., Sun. any evening. 4350.—Streatham 6414. (1065)

£395—Type 45 saloon, 1936, very extensively reconditioned, reconditioned light blue, re-chromed, 4 new O.S. tyres, new O.S. battery, new sports coil, most attractive car, ready for long service.—V. W. Derrington, Ltd., 129, Chalk Farm Rd., N.W.1. (1051)

£595—June 1935 Frazer Nash-S.M.W. 14-110, 4-ster., fitted special English body cabriolet 2-4-ster. This vehicle is genuinely magnificent, spotless, original condition; we mean that. Look at it, open the doors, drive it, it's one in 100,000; 3 months guarantee, fine purchase, exchange.

LAMBS OF WOOD GREEN Finchley Showrooms, 421, L High Rd., Finchley, N.12. Fin. 6227. (4563)

FRASER NASH-S.M.W. 397-55 drop head 2-4 cabriolet. First reg. 1937, recent extensive overhaul including engine, carburetors and independent front suspension completely reconditioned, new Scintilla mag and battery, radiator and oil cooler checked and serviced, complete set new ballances in rear box, also new freewheel movement, immaculate natural blue upholstery stiped in red, almost new padded hood and headlining, bodywork unmarked, finished in top-line colours; this rare model is a masterpiece at £1,125.—Tel. Wor. 2875 after 7 p.m. (4483)

Frazer Nash-S.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-S.M.W. buyers—6, Hamstead High St. (Hamstead Tube). Ham. 6041.

BARTLEY.—We are very interested buyers of all Frazer Nash-S.M.W. models.—27a, Pennington Villa, W.11. Baywater 0535. (1410)

GRAHAM

1938 Graham Cavalier 25.6hp, nice condition; excellent over near 2400. (1413)

GRAHAM 1937 saloon, maroon, 26hp, very good condition throughout; any trial; open A.A. or S.A.C. inspection; £295.—Tel. Addiscombe 2023 after 6 p.m. (4040)

HEALEY

BROOKLANDS.

HEALEY distributors London and Home counties.

DEMONSTRATION, early delivery latest models.

1951 Healey Tickford saloon, many extras, small mileage. Healey Abbott: coupe, many extras.

1950 Healey Silverstone sports 2-ster.

1949 Healey Silverstone many extras.

BUY or sell you car.

103 New Bond St., London, W.1. Mayfair 3551/8. (3018)

H. W. MOTORS, Ltd.

DROP head 2-ster; this car which is outstandingly modern in appearance, is unused and the last of a series of specially built streamlined 2-ster. Finished in light blue cellulose, trimmed in blue hide, with a grey moiré folding head; an opportunity to purchase an unused Healey at an interesting figure.

IMMEDIATE delivery also on a new Tickford saloon. (117)

H. W. MOTORS, Ltd., Walton-on-Thames, 793 & 1437. (5287)

CLAND & TABOR, Ltd., Welwyn 681, offer with three months' guarantee:

HEALEY Sportsmobile, drop head four-seater coupe in type chassis, first registered 1949, finished saloon. (117)

BARTLEY.—Healey late 1951 Tickford saloon, 2,000 miles, B.M.T.A. permission to sell; £1,950.

BARTLEY.—1951 Tickford saloon, M.T.A. permission to sell; £1,750.

BARTLEY.—Healey special drop head coupe; £1,295.

27 A. Pembroke Villas, W.11. Baywater 0535. (1410)

ROSE & YOUNG, Ltd., offer: 1950 (August) Healey Silverstone 2-ster & type; immaculate condition inside and out, very low mileage, fitted with front bumper, specially finished in champagne cellulose. £1,095. Another Silverstone at £1,025.—65-69, Starn-hold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulsa Hill 6406. (4544)

Husley Cars Wanted

BARTLEY, Healey cars wanted.—Baywater 0535. (1411)

WANTED, Healey Abbott coupe and Elliott saloon; prices, etc.—

WANTED, GARAGES, Ltd., Weston-super-Mare. Tel. 268. (1971)

HEALEY in good condition wanted.—32, Brookham Drive, Hford, Essex. Tel. Valentine 2098. (1276)

HEALEY Elliott saloon wanted.—Potter & Richards, S.W.1, 15, River Street, Wilton Place, Knightsbridge. S.W.1. (2613)

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx Phase III drop head coupe 6,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (1130)

NEWBHAMS, Ltd.

1947 Hillman Minx saloon, black, excellent condition.

NEWBHAMS House, 235-7-9, Hammer Smith Rd., London, W.8. Riverside 4646. (1932)

R. F. FUGOLE, Ltd.

1949 Hillman Minx Phase III saloon, genuine mileage 12,000, maintained by us since new.

R. F. FUGOLE, Ltd., Bushey Heath, Herts. Tel. 1685. (1359)

WITHAMS of Balham.

HILLMAN Minx saloons unregistered, overhauled, reconditioned, 3 months' guarantee; £395, terms, exchange.—Withams Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3260-3769. (4125)

A. SAUNDERS, Ltd.

H50 Hillman Minx, 20,000 miles.—Radlett, Herts. Tel. Radlett 5681. (1774)

PALMERS MOTORS, Ltd.

1947 Hillman coupe four-seater, immaculate condition; £625; exchanges and terms;—33, York Ave., Tottenham, London, N.17. (1328)

B. J. HUNTER, Ltd., offer:—

1949 Hillman Minx saloon, one owner, fitted H.M.V. radio, really immaculate; £655.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, W.2, Tel. Oldstone 4803. (1165)

HAROLD RADFORD & Co., Ltd.

1948 Hillman Minx, colour beige, one owner, speedometer reading 13,000 miles, in good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, H South Kensington, S.W.7. Tel. Kensington 6642 (1934)

DENHAM GARAGE (ESHER), Ltd.

1949 Hillman Phase III saloon, grey, 25,000 miles, good tyres; £215.—Tel. Esher 5560. (4225)

MCKINNON MOTORS, Ltd., offer:—

1950 (Sept.) Hillman Minx saloon, Mark 4, black, red leather, latest H.M.V. push-button petrol lock, 5,000 miles only, one owner; a brilliant new car; £1,190; six months' guarantee; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., Langham House, 5, St. Margaret Rd., Wallington, Surrey. Established 1928. Tel. Wallington 5404. (1709)

RAD BRO. MOTORS, Ltd., offer:—

1939 (Aug.) Hillman Minx 10hp saloon, one owner since January 1949, superb condition; £815.

RAD BRO. MOTORS CO. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1647. (1670)

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, fawn, red leather, 9,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. (2266)

CM.I. CAR SALES (Pri. 6825) offer:—

1948 Hillman Phase II saloon, beige, nominal mileage, excellent condition.—Sels Cottage, Finchley Rd., N.W.3. (1229)

1942 Hillman Minx saloon, black, taxed; £395.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3406. (4246)

HILLMAN 10

DENHAM MOTOR CO. (SURREY), Ltd., offer:—

1949 (November) Hillman Minx Mark IV saloon, dove grey, red leather upholstery, 19,000 miles, fitted heater and many other extras; £795.

DENHAM MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Visitation 1121 6 lines. (4161)

1939 Hillman 10 d/h coupe; £425.—Belor.

1938 Hillman 10 d/h coupe, much above average; £395.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (4670)

DAGNIAM MOTORS, Ltd., offer the following car:—

1950 Hillman Minx Phase IV, grey, red leather, 4,000 miles.

56 Park Lane, W.1; Regent 4866, 374, Ealing Rd., E.12. Alington, Middle; Perivale 5894. And 8 & 12, Sander Rd., Catford, S.E.4. Hither Green 4601. (4195)

235 gns.—Hillman 10 drop head coupe, 1936, new hood, very clean car.—Belor.

129 gns.—1936 Hillman 10 de luxe saloon, mechanically sound, body rough.—Autonips, 5, Balham High Rd., Balham 1509. (4639)

1949 Hillman Minx saloon Phase IV, fawn, red leather, 16,000 miles; £395.

R. C. WIMBUSH, Ltd., 513, Karia Court Rd., S.W.5. Frumable 9401. (4601)

1950 (Feb.) Hillman Minx saloon, grey with red leather, 10,000 miles; £1,025.

R. C. WIMBUSH, Ltd., 513, Karia Court Rd., S.W.5. Premantle 9401. (2568)

1949 Phase III Hillman Minx saloons, choice of 2 approx. 12,000 miles; £450.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. (1704)

1950 (May) Hillman saloon, 5,900 miles.—Epsom Sutton, Tel. Hopton 4 (trade only). (4080)

£325—Hillman Minx 10hp saloon, 1936 series, reconditioned coupe, 1936 series.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. (1704)

1950 Series Hillman Phase IV saloon.—Autonips, Ltd., Winchester. Winchester 4634. (1704)

1950 (August) Hillman Minx Phase IV saloon, green, red upholstery, mileage 11,000.

DENHAM 68 SERVICE STATION, Ltd., Catford Rd., Denham, Bucks. Denham 2366. (4481)

1949 Hillman Minx Phase III saloon, leather interior, perfect 4-door condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2234. (1254)

1950 model Hillman Ph. IV, low mileage, beige, red thr., excellent condition; £300.—Elmbridge 1275. (4599)

1949 Hillman Minx saloon, fawn; £250.—Fricker of Holland Park (next door to underground). (5221)

£395—Hillman 10 1935 d/h coupe, good hood, leather upholstery; excellent mechanically, many others.

DENHAM MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (Goyde Holland Park Tube). (1746)

£350—Hillman 10, 1937, 4-dr., elm, very good appearance, mechanically excellent; good tyres, many others.

DENHAM MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (Goyde Holland Park Tube). (1746)

1940 Hillman Minx, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland Rd., W.1. Langham 3906-7. (2144)

1940 Hillman Minx drop head coupe, good condition; £255.—John Gray, 32, Hermitage Rd., N.W.2. Speedwell 1262. (4167)

1933 Hillman Minx saloon, excellent condition; £125.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. (1254)

1950 Hillman Minx saloon, 9,000 miles, heater, one owner; £1,025.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (1915)

1950 Hillman Phase IV, black, 8,000 miles; chassis—£1,020.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (4663)

1947 Hillman Minx de luxe saloon, excellent condition, one owner; £645.—Northways Garage, Swan Cottage, N.W.3. Primrose 1027. (4297)

1950 Hillman Minx Mark IV saloon, first registered 19/11/50; finished fawn with red leather upholstery, in very nice condition throughout.

ARTUR MULLINER, Ltd., Brides St., Northampton. Tel. 907. (3855)

1942 Hillman Minx 10hp saloon, in very nice order; £645 or terms.—Broadway Motors, 67, 3-11, Russell Rd., Wimbledon, S.W.19. Liberty 2494-6. (1254)

1950 Phase IV Hillman Minx saloon, very nice condition throughout; £335.—Taylor & Crawley, 40, Kensington Court, W.8. (1604)

1947 March Hillman Minx de luxe saloon, excellent throughout, colour grey, new hood.

£635—347, King St., Hammersmith, Tel. 287-4. (4550)

695 gns.—Hillman Minx, 1946 series, 10hp Phase II four-seater drop head coupe, black, fawn, leather, one owner, excellent condition, terms, exchange.

—Rowland Smith, below:—

495 gns.—Hillman Minx, Dec. 1945, 10hp de luxe 4-door saloon, black, sliding head, brown leather, one owner, excellent condition; terms, exchange.—Rowland Smith, below:—

395 gns.—Hillman Minx, 1939 (reg. March, 1940), 10hp de luxe 4-door saloon, black, sliding head, red leather, carefully used, excellent condition; terms, exchange.—Rowland Smith, below:—

365 gns.—Hillman Minx, June 1936, 10hp four-seater drop head coupe, green, green leather, excellent condition; terms, exchange.—Rowland Smith, below:—

95 gns.—Hillman Minx, 1933, 10hp de luxe 4-door saloon, black, sliding head, blue leather; terms, exchange, light green 6-7 weeks;—Rowland Smith, Hampton, (Hamstead Tube). Hampton 6041. (4288)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1938 2½-litre £8.100, fitted with 16 in. full tonneau, new hood and cover, new set of tyres as spares and many extras, 2,500 miles since 2500 overhaul, including Marx V timing and oil pump balanced by Laystall, recoloured and replated, another 2,500 spent during previous 10,000 miles (receipts available); £625—Green, Honeywell, East Horley, Tel. 2796 evenings; day Gerrard 1544. (1600)

FOR SALE Jaguar 2½-litre saloon, 1947 model, recently entirely overhauled and reconditioned engine fitted run approximately 200 miles since overhaul; condition as new, repaired every; guaranteed in good running order; only reason for selling having taken delivery new car; tax paid to end of year; can be seen by appointment; no dealers—Robert Blakeborough, c/o J. Blakeborough & Sons, Ltd., Woodhouse Works, Brighouse, Yorks. (1598)

Jaguar Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. (1067)

H ENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

ENLYS House, 535, Euston Rd., N.W.1. (Euston 4444.)

REAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN Town SERVICE STATION (Ogiliver 4141).

ANCHESTER,—1-5, Peter St. (Blackfriars 7643).

ENLYS, Ltd., England's Leading Motor Agents. (1028)

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers—Hampton, High St. (Hampton Tube), Ham. 6041. (10943)

COOMBS & SONS (GUILDFORD), Ltd.

ROGENTLY wanted, good condition, post-war Jaguar cars offered appreciated.—Purtonmouth Rd., Guildford. Tel. 62907. (10334)

S AUL & SLATTER, Ltd., 44-46, Aldersham Hill, N.13. (10794)

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205-7173. (12506)

WANTED, Jaguar Mark V saloon and XK120; price and particulars.—

WADHAM, GARAGES, Ltd., Weston-super-Mare, Tel. 269. (10946)

OFFER your Jaguar to Ripon, 16, Albemarle St., Mayfair, W.1. Regent 2552. (14369)

MARSTON Motor Co., Ltd., for your Jaguar.—Tel. 54, 5000, Seven Sisters Rd., Tottenham, N.15. (14019)

ALMOST new Jaguar required; cash payment.—4400, Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4400. (10946)

WANTED—Jaguar Mark V saloon, Coventry free, no dealers.—J. Slater, 426, Cheshynton Rd., Cambridge. Tel. 2266. (10794)

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Huttons, Lord St., Southampton. Tel. 2266. (10794)

1949 2½-litre Jaguar saloon, must be in first-class order.—Gray-Nicolls, Ltd., Rotherhithe, Surrey, Rob. 11. (14019)

1950 Jaguar Mk. V saloon low mileage, state price.—Green & Zonka, Ltd., 246-252, Deansgate, Manchester, 2, Tel. Deansgate 3325-4922. (10946)

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required—£65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 4444 and 8192. (14841)

Jaguar Spares and Service

H ENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

REAT West Rd., Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd., Deansgate 6215-7. (10946)

QUICK completion of repairs. (10563)

S AUL & SLATTER, Ltd., 44-46, Aldersham Hill, N.13. (10794)

FULL stock of spares; Jaguar repairs and maintenance.—Service station: Green Lanes, N.15, Palmers Green 1205-7173. (12507)

PERLESS MOTORS, Ltd., main dealers for Buckinghamshire—Jaguar spares, replacements and repairs facilities.—Bath Rd., Slough, Tel. 22394. (10430)

R. P. POWELL, (Motors) Ltd., East London area—Jaguar cars, sales, repairs, service and spares.—321 Romford Rd., Forest Gate, E.7. Maryland 4818-9. (10946)

EDWARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Beckenham Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (10528)

WEMBLEY COURT MOTORS SERVICE STATION, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. (10719)

1952 (first reg.) Jeeps, all types, spares—Davies & Grove, 1-5, Dorset Close, N.W.1. Pad. 5845. (10619)

£325 o.n.o.—Jeep, long chassis shooting brake, first reg. 1947, fold flat back seat, private or commercial.—Put. 8640. (14418)

JEeps, right or l.h.d., range of woodwork, private or commercial.—Wick Auto, 100% Jeep Firm, Hampton Wick Kingston-on-Thames (4718). (10520)

JEeps—Britain's leading specialists, all spares in stock; prompt dispatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

PHOTOCRAFT GARAGES, Station Approach, Cumbria, W.A., Chiswick 3013, 0621. (10241)

JACK OLDING & Co., Ltd., Willys-Overland distribution for the United Kingdom. Spares and service, 10, Providence Court, W.1. Mayfair 5242. (10190)

ARMY-TYPE Jeeps, 4 by 4 standard, low mileages, 4x4s, hoods, spare wheels, from £275, less tax on request.—Grant Motors, 122, The Avenue, N.W.6. Wil. 0113. (1593)

£245—Registered 1947 Willys Jeep, fitted with attractive utility body, excellent runner, bargain.—Bray Motors, 130-134, West End Lane, N.W.6. Hampstead 6400. (14003)

METAMET offer unique Jeep conversion for motorists; all 12 models completely rebuilt; 6 months' guarantee; over 2000; commercial registration optional; 1000, Beisize Lane, N.W.3. (10527)

AUTOWORK (WINCHESTER), Ltd., the principal Jeep specialists; Jeeps and spares, long chassis utilities, etc.; all spares and exchange units.—Station Hill, Winchester. Tel. Winchester 4634/3406. (3768)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd., Jeep spare parts, home and export; all spares stocked; exchange plan engine gear box, water pump, etc.; new hoods, jacket, seat, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. (10035)

245—Jeep (Ford), registered November 1940, repainted dark green with yellow wheels, hood, side screens, spare wheel, very carefully used, excellent condition, terms, exchange, list; open 8-7 week-days and Saturdays.—Rowland Smith, Hampton (Hampton Tube), Hampton 6041. (14290)

Jeeps Wanted

JEOP in good condition used—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2096. (12280)

ROWLAND SMITH'S, the Jeep buyers—Hampton, High St. (Hampton Tube), Ham. 6041. (10943)

Jeep Spares and Service

100% Jeep firm, all spares by return, or over condition, small or large quantities.—Wick Auto (See under Jeeps).

METAMET for all Jeeps, spares, exchange unit service, expert Jeep repairs, to order spares phone Hampton 6231-100, Beisize Lane, N.W.3. (10539)

JENSEN

CASSE'S MOTOR MART—1350 Jensen 5½-litre sports saloon, just reconditioned, modern and factory engine fitted; exchanges, written guarantee—5, Warren St., Euston 4110. (14648)

JOWETT

CLARKE'S OF PIRBRIGHT.

PIRIBRIGHT, Surrey, remind Jowett owners that we are official Jowett main agents and operate a day and night service in the Woking Aldershot and Guildford area. We regard ourselves as the Jowett centre in the south and have factory trained mechanics available, qualified to deal with all Jowett models. We also have a large stock of reconditioned used Jowett cars, utilities and vans which carry our six months' guarantee.

TRADE enquiries invited.

CLARKE'S OF PIRBRIGHT, Automobile Engineers, Pirbright, Surrey. Brookwood 2201-2. (10308)

CAR MART, Ltd.

1949 Jowett Javelin saloon, 12,000 miles; £975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (14162)

PRIDE & CLARKE, Ltd.

£895—1949 (November) Jowett Javelin saloon, 12,000 miles, golden used, beige, 16,000 miles, one owner, excellent condition.

3 MONTHLY guarantee; terms, exchanges, list.—3 Stockwell Rd., S.W.9. Brixton 6251. (14309)

H. A. SAUNDERS Ltd., offer—

1950 Jowett Javelin D.L. saloon; maroon with beige upholstery, heater etc., 14,000 miles; £1,135. (14135)

1950 Jowett Javelin D.L. saloon; turquoise blue with beige interior, radio and heater, 5,000 miles; £1,220. (13960)

836—1942, High Rd., N.12. Hillside 0024. (13640)

JORDON CARS (LONDON) Ltd.—1939 Jowett Javelin de luxe saloon; £1,175. (14175)

JORDON CARS (LONDON) Ltd.—1950 Jowett Javelin de luxe saloon; £1,025. (14102)

JORDON CARS (LONDON) Ltd.—1949 Jowett Javelin de luxe saloon; £975. (14102)

JORDON CARS, 373, Euston Rd., London, N.W.1. Euston 6811. (14102)

1950 Javelin 1½-litre saloon, one owner, immaculate, low, guaranteed; £1,095. (14102)

G THAMES, Kin. 2241. (3732)

1937 Jowett 4-cylinder 10 saloon, in excellent condition and appearance; £260.—Brixton 717. (13796)

1950 Javelin de luxe, grey, 12,000 miles, as new; £1,100.—Hulton, 66, Wrotham Rd., 14402. (14402)

JOWETT and Javelin main agents, spare and specialised J service.—Colliver-Fisher, Ltd., Northwood, Middlesex. Tel. 777 (4 lines). (10422)

1949 Jowett Javelin, reasonable mileage; £1,900. Tel. 777 (4 lines). (10422)

1949 Javelin de luxe saloon, heater, 14,000 miles, new condition, £950.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (13916)

1950 de luxe Javelin saloon, black, brown, H.M.V. 1950, 5,200 miles, immaculate; £1,175.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 9011. (14072)

£350—Jowett 8 Jeep specialists, new engine and shocks, good tyre, bodywork, etc., extremely economical on petrol; many others.

EDEN MOTORS, 1, Clarendon Rd., Holland Park, N.W.2. D. 500, W.1. Park 5006-7; open Mon to Sat, 9-5. (10743)

1950s Holland Park Tube:—

1950s Jowett Javelin de luxe, turquoise blue, beige leather, 21,000 miles, excellent condition, single owner; £1,025.—Hughes, Clarendon House, Lovestoft, Tel. Paikened 5. (14008)

£885—1948 (November) Jowett Javelin de luxe saloon, black, red leather interior, heater, zone cover, leard.—Bray Motors, 130-134, West End Lane, N.W.6. Hampstead 6400. (14049)

1951 (Oct. 1950) Javelin de luxe saloon, metallic grey, 10,000 miles, £1,145.—Peter Guest Ltd., Gaywood, King's Lynn. Tel. 4129. (1477)

1948 fitted new engine with latest type crankshaft; £975.—Patterson & Richards, 53, Kinnerton St., Wilton Place, Knightsbridge, S.W.1. (12813)

1950 (June) Javelin de luxe with heater, one care-tul owner since new, guaranteed mileage 17,000, 1½ litre as new, £1,050, exchanges.—Wattley and Greasy Ltd., Werrington, Feterborough. (15620)

COOPER & GREEN, Jowett main agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 465, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. (10322)

1949 (Nov.) Jowett Javelin saloon, Tampico beige, 17,000 miles, 1½ litre, 1950, excellent condition, £925. (14009)

1949 (late) Javelin 50 (type engine), latest model, heater, one owner, black, beige leather, maroon extra, Clarendon & Clarendon, 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. (14486)

1950 Jowett Javelin de luxe, black, brown leather, 12,000 miles, an exceptionally good example (reconditioned £1,100, exchange, terms, list; open 8-7 week-days and Saturdays.—Rowland Smith, Hampton (Hampton Tube), Hampton 6041. (10943)

1949 Jowett Javelin 1.9 saloon, beige, in good condition, licensed to the end of the year; best offer over £800; can be seen by appointment.—Apoy, Allen & Caswell, Ltd., Stamford Rd., Kettering, Northants. (15965)

Jowett Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jowett cars.—520, High St., N.W.1. Euston 1212. (10574)

ROWLAND SMITH'S

ROWLAND SMITH'S, the Jowett buyers—Hampton, High St. (Hampton Tube), Ham. 6041. (10954)

LOW-MILEAGE 1950 Javelin required.—R. H. B. Stretall 4232. (10308)

JOWETT in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. (12281)

DENHAM SERVICE STATION, Ltd., wish to buy late model, new Jowett Javelins.—Oxford Rd., Denham, Bucks. Denham 2266. (17431)

Jowett Spares and Service

MILESTON'S SERVICE STATION, Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, white.—Tel. Erit 1060, 2629 305, Erit Rd. Berkeleyhead. (10571)

COLLIVER-FISHER Ltd., excel in supporting their Main Agency, unsurpassed service. Spare and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). (10009)

CROYDON—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—236, 234, London Rd., Croydon, Surrey. Tel. 6223-6. (10643)

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow, Tel. 6223-6. (10643)

BIRMINGHAM main agents; large stock of spares.—Frank Mosley (A. S. & S.), Ltd., The Depot, Seward St., Birmingham, 18, End. 0916. (10549)

TN SOUTH—Gordon White & Co. Ltd., are your Javelin, Jupiter and Bradford main agents for specialised service and spares.—Tel. Gerrards Cross 10277. (10596)

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—W. Wilkin, Ltd., Weston Park, 64, Eden St., Kingston 2241-2. (10679)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0774. The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. (10574)

MOONS MOTORS, Ltd., at their Foresters Rd. (Victoria 3551), Davin St. (Mayfair 2351) and Dorset House (Woburn 7980) branches have factory trained mechanics and offer full service and repair facilities.

JOWETT Javelin, Jupiter and Bradford; for the convenience of the trade full spares, service, repairs and guarantee claims facilities now available at (Russell) Park Rd., London, N.W.11. Speedwell 7861 (10 lines). (10023)

LAGO TALBOT

4½-litre Grand Prix chassis, first registered 14.10.39, recently fitted special Abbotts close coupled sports saloon body, finished midnight blue with blue leather interior. Total mileage since 6,000; close ratio gearbox, selector gear box, H.M.V. radio/marine twin spotlights, windscreen wipers, 4 speed gearbox, 4 speed range change, superb condition throughout, really outstanding performance and roadholding; absolutely unique car, believed only one similar chassis in this country; offered at £1,500. (13916)

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester, Tel. 25123 (3 lines). (13736)

LAGONDA

CLAND & TABOR, Ltd., Welwyn 481, offer with three months' warranty.

ALFORD 2½-litre saloon, first registered April 1950, finished maroon, beige leather, radio, heater, windscreen washers, good history, works maintained. (4118)

Lanchester Squares and Service
A ROOT MOTORS, Ltd.

OFFICIALLY appointed Lagonda retailers.

H.M.T.A. permission; £1.520 — Barnfield, 28. 59.
Leonards Rd., Tattenham Corner, Epsom. (1930)

LEA-FRANCIS in good condition want
ham Drive, Ilford, Essex. Tel. Vale

accept £695.—Jack Rose, Ltd., Stafford Rd., Wallington,
Surrey. Wallington 6677-8. (1135)

r 11hp saloon,
on Mont. Yed

preferred; traders also please note.—London Cars,
592-6, Greenford Rd. Greenford Middx. Wuxlow 2645.

AND), Ltd.—English

H.M.T.A. permission; £1.520 — Barnfield, 28. 59.
Leonards Rd., Tattenham Corner, Epsom. (1930)

PC

1979 conditions, colour British racing green, accept £695.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. (1135)

p post-war, Barke
ing Birmingham Se

948 14hp saloon, 1907
b two cars: 948

Riv. 4434.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Minor Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Minor cars—350, Euston Rd., N.W.1. Euston 1212. (0716)
P MORRIS NEWMAN & Co. have cash waiting for good Morris Minors.
G NOW is the time to sell to them at 350, Euston Rd., London, N.W.1. (0716)
A new, post-war Morris minor required—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). (0745)

R ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1035)

R RAYMOND WAY, of Kilburn.

R RAYMOND WAY, the hire purchase specialists.

1939 Morris 8 tourer, full weather equipment, good appearance, an excellent runner, 599s.

1940 Morris 8 4-door saloon, black with brown upholstery, immaculate coachwork, mechanically sound, 415s.

1940 Morris 8 4-door saloon, black with brown upholstery, terms on the spot with no references. No formalities or guarantors; part exchange on any present mechanical condition; 3 months' written guarantee; always 200 cars under £400 to choose from.

R RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8. 6 Maids Vale 6044, connecting all branches and departments (Kilburn Park Station Bakerloo line yards). (4264)

COACHCRAFT offer—

1938 (Feb.) Morris 8 saloon, leather upholstery, works replacement unit just fitted, clean car, in excellent condition, £250, 3 months' guarantee, terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. (4254)

ELITE MOTORS offer—

1939 Morris 8 4-seater tourer, cellulosed in saloon, speedo reading 40,000 miles, 475 of chrome, including radio, demisters, Lucas uplamps, twin chrome windscreen mirrors, wing parking lamps, dash clock, reversing light, etc., exceptional mechanical condition, recently fitted new hood, excellent tyres, 425s.

ELITE MOTORS, 22, Garratt Lane, Tooting E Broadway, Tel. Balham 2474 (4 lines). (4230)

C&S MOTORS offer—

1933 Morris 8 4-door saloon, in good condition, smart car, black with brown leather upholstery, good mechanical condition, £115 or £38 deposit, Dudden Hill Lane, Neasden, Gladsstone 9505/6. (3515)

B. J. HUNTER, Ltd. offer—

1948 (November) Morris 8 saloon, 4-door de luxe, positively unmarked, 567s.

HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladsstone 6503. (4466)

1946 Morris 8 saloon, black, beautiful order, £250—Belvue.

1938 Morris 8 saloon, black, sliding head, new leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1035)

1937 Morris 8 4-door saloon, very nice condition throughout; 427s.

WALTON-ON-THAMES MOTOR CO., Ltd., Walton 200. (4002)

365 gns.—Morris 8, 1939, saloon, grey, very good condition; terms, exchanges—Rowland Smith, 350, Euston Rd., N.W.1. (0716)

245 gns.—Morris 8, 1939 model, de luxe 2-door, 1939 saloon, green and black, sliding head, new leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1035)

MORRIS 8 '38 2-tr tourer, reconditioned engine, 450s; £245—157, Melrose Ave., Wimbledon, S.W.15. Wm. 0154. (4419)

1937 Morris 8 saloon de luxe, black, red leather upholstery, in immaculate condition throughout, any trial, 220s.

MADALEN MOTORS, 211, Trinity Rd., Wandsworth, M Common Battersea 5573. (1913)

MORRIS 8 tourer, black, green interior, excellent condition, good tyres, 250—Andrews, 21, Woodrow Close, Perivale, Middlesex. (1049)

£645 1.—Nov., 1947 Morris 8 de luxe saloon, mainline, painted in one carefully owned, literally looks and runs like brand new—below.

£345 1.—Morris 8 sports 2-seater, 1939 model, but late owner spent fantastically to make this the finest we have ever had, new engine, clutch and other parts, runs 1,000 miles or 1,000 beautiful chassis in spotless condition; also choice 2 saloons; 3 months' guarantee; hire purchase, exchange, 421.

L High Rd., Finchley, N.12. Fin. 6221. (4561)

1946 Morris 8 saloon, taxed, good, 475s. also 1939 Morris 8 4-door, 450—Roy Automobiles, Ltd., 127 Parkers, N.W.1. Euston 700. (1582)

1947 Morris 8 de luxe saloon, moderate mileage, 450s—1939 Morris 8 4-door, 450—Roy Automobiles, Ltd., 127 Parkers, N.W.1. Euston 700. (1582)

1946 Morris 8hp, colour black, leather upholstery with covers, running and appearance very new, no dealers; price £495—62, Stuart Ave., Hendon, W.4. (4625)

1937 Morris 8hp saloon, black, in immaculate condition throughout, any trial, 250s.

G in excellent condition; choice of three from £325, Gatehouse Motors, Ltd., Highgate Village, London, N.4. (1268)

G in excellent condition; choice of three from £325, Gatehouse Motors, Ltd., Highgate Village, London, N.4. (1268)

G in excellent condition; choice of three from £325, Gatehouse Motors, Ltd., Highgate Village, London, N.4. (1268)

MORRIS EIGHT

WALTER SCOTT, Ltd., 1937 Morris 8 de luxe saloon, black, excellent condition, terms, exchanges, 39, College Crescent, Hampstead, N.W.3. (0954)

1936 reconditioned engine just run in, 1000 mechanical condition throughout, taxed and ready for the next 25,000 miles, £310

JIMMIS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5595 (1581)

1939 Morris 8, reconditioned, excellent mechanical condition, tyres and batteries good, similar in appearance and condition to 1946 model; 425s.

325 gns.—1939 Morris 8 series 8 4-seater, really good condition, engine bargain, choice of two—O. F. (Balham), Ltd., 20, Balham Hill, S.W.15 (100 yards Clapham South Tube), Batt. 1107-9-9. (4458)

£265 1.—Morris 8 1937 4-seater tourer, black and grey, replacement engine 3500cc, one careful owner, inspection invoice, preference given to considerate driver, but purchasing for resale—'Peddars', Manor Rd., Woodford Bridge, Essex. Buc. 4393. (4630)

Morris Sixty Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1037)

A new, post-war Morris 8 required—30, Rivercroft Rd., S.W.15. Tulse Hill 1288 (day).

REQUIRED urgently, 1939 Morris 8 saloon, in Blunt Rd., South Croydon, Croydon 0074. (4221)

CASH buyers of low-mileage Morris 8; distance no object—Bentley Ltd., 10, Tottenham Court Rd., W.1. (4221)

PRE-WAR Morris 8hp saloon wanted—British Star Oil Co., 65 Highpark Park, N.5. Can. 1650 (1819)

REQUIRED urgently, post-war Morris 8—L. Frank Wagstaff, 8, Crouch End Hill, (2639)

MORRIS TEN

C&S MOTORS offer—

1938 Morris 10, series 3, 4-door, good appearance and mechanical condition, genuine motor car, 2595s or £105 deposit—Dudden Hill Lane, Neasden, Gladsstone 9505/6. (3515)

GUY ALFRED & Co. offer—

1938 series Morris 10 4-seater, sun roof, s/h coupe—4-7, Warren St., W.1. Euston 3908. (1908)

WELL HALL ROAD GARAGE offer—

1948 Morris 10 black saloon, leather upholstery, in perfect condition throughout, all new tyres, 1000 monthly payments, £77s.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Tel. 3534. (1719)

M STOREY, 156, Hillview Rd., Burnmouth, 1947 Morris 10 saloon, £650—Herbert & Mills, Ashurst Rd., Ashford, Maidstone, Tel. 2262. (8474)

£160 1.—1934 Morris 10 4-door de luxe saloon, exchanges, £24.9, Motors, 150, Clapham W.8. (15394)

1946 Morris 10, one owner, this car in exceptional condition, many extras, 22,000 miles; £275—Hastings, Ledbrooke 1155. (2074)

1948 Morris 10, black/brown leather, one private owner since new, £695—King's Motors, High St., Hounslow Tel. 3532. (3940)

1947 Morris 10, black, brown leather, new engine and gearbox, many extras, good condition, one owner, 100,000 miles; offers wanted—Box 7833. (4406)

FOR sale, late 1946 Morris 10, full history available, excellent order, taxed in end of year, £600—Tolhurst, Shobury Court, Shobury, W.2. (4620)

£495 1.—1939 Morris 10, black with brown leather upholstery, sliding roof, fitted with 1947 radiator; terms, exchanges—G. S. Hall, Ltd., 302, King St., W.1. Riverside 2081. (11950)

ARCHIE SIMONS & Co., Ltd., 1946 Morris 10 saloon, A colour black, brown leather upholstery, nominal mileage, in excellent condition throughout; 225s. or £1. Portland St., W.1. Lan. 1343. (3964)

1948 10 Morris saloon, series M, sunshade roof, dark green over brown leather, 34,000 miles, one owner, new overline tyres, excellent condition, taxed year, £750—8, Riverside Close, Kingston, Tel. Kingston 1743 appointments. (1794)

545 gns.—Morris 10, April 1947, de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1035)

1948 (March) Morris 10 series M saloon, beige, perfect order, just second, throughout, works engine, clutch, steering, springs, shock absorbers, brakes, 17.5, oil, new (invoice £100) new battery, tyres, taxed December, one driver since new; £725—by appointment, Lewis & Sons, Ltd., Building Contractors, Britannia Rd., Warrley, Tel. Brentwood 429 or 5095 (2360 after 7 p.m. and week-end). (4435)

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1037)

URGENTLY required, post-war series M Morris 10

L HILL, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.18. Mountview 4401. (6801)

CASH buyers of low-mileage Morris 10s; distance no object—Bentley Ltd., 10, Tottenham Court Rd., W.1. (4221)

ALMOST new Morris 10 required; cash payment—Morris, 24, Bretham Hill, S.W.2. Tulse Hill 1288 (day). (10343)

A new, post-war Morris 10 required—Fortune, 5, Brae Court, Kensington Mill, Surrey Tulse Hill 2768 (day).

MORRIS TWELVE

1936 Morris 12 saloon, overhauled, new tyres, roof, taxed, insured, £245—Grimsdyke 1305 after 6. (15799)

MORRIS TWELVE

COACHCRAFT offer—

1935 Morris 12 4 saloon, very clean, reliable car, in above average condition, £145.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. (4255)

1940 Morris 12 saloon, excellent condition in every respect; £250.

GARAGE SERVICE CO., Hoop Lane, Golders Green, N.W.11. Speedwell 3808. (4247)

135 gns.—Morris 12 Cumard 4-seater sports, 4504 condition—Autosport, 5, Balham High St., Balham 1509. (4438)

1939 Morris 12 de luxe saloon, superb; £585; payments—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (4568)

1938 Morris 12, good condition throughout, recond. engine, £265—Salcott Motors, 18, Salcott Rd., S.W.11. Bat. 1197. (3666)

245 gns.—Morris 12, 1936 model, series II (four-door), coupe, brown and black, sliding head, brown leather, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1035)

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1037)

MORRIS SIXTEEN

MORRIS 16hp de luxe 2-door saloon, first reg. August 1937, one careful owner, recently overhauled; £395—Dunham & Haines, 46, Cuslie St., Luton 2100. (4101)

BEACONHILL GARAGE, Mr. Newbury, offer 16hp 9 Morris, carefully stored 1 year, 1937, fitted new engine, battery and re sprayed—Beaconhill Garage, Newbury. (4221)

1936 17 Morris 16 de luxe saloon, dual beam and black, blue leather upholstery, reconditioned engine 5 practically new tyres, an immaculate car, £265 or very good hire purchase terms.

KING'S AUTO, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3534 and 3557 (over week-days 9 a.m. to 7.30 p.m.). (4478)

MORRIS OXFORD

H. A. SAUNDERS, Ltd., offer—

1949 Morris Oxford saloon, green with beige interior, 14,000 miles, 1937—Tel. Balham 1509. (4438)

836 1.—1942, High Rd., N.12. Hillside 0024. (3838)

DENHAM GARAGE (ESNER), Ltd.

1949 Morris Oxford saloon, one owner, 30,000 miles, very clean car, 1937—Tel. Balham 1509. (4438)

MORRIS OXFORD 16hp, 1935, very clean car, superb chassis and engine, roomy body, £200.

JAMES ROOPE & SON, Ltd., Chisle Chase, Kearsy Court, Fro. 1156. (4221)

MORRIS OXFORD, Sept. 1940, 17,000 mls., superior condition; £975; no dealers—Box 7626. (3696)

1950 (Nov.) Morris Oxford, beige, 8,000 miles, leather, spare unused, one owner.

RIPCO, Ltd. (Morris's purchased), 16, Alhambra W.C., Mayfair, London, W.1. Reprint 2384. (4561)

MORRIS OXFORD, 1950, black, 19,000 m., perfect condition, privately owned; £1,050—Elmsbridge 1978 (ev.). (1841)

1949 (July) Morris Oxford, black, very nice condition throughout; £295—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (4503)

Morris Oxford Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Oxford cars—350, Park Lane, W.1. Grosvenor 3434. (0717)

A new, post-war Morris Oxford required—30, Riverside Rd., S.W.15. Tulse Hill 1288 (day). (0749)

R ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1035)

L ATE model Morris Oxford saloons—Wilson (Hounslow), Ltd., Morris & Riley Agents, Chandos St., Slough, Tel. 21459. (1913)

MORRIS SIX

CAR MART, Ltd.

1950 (Nov.) Morris Six saloon, 8,000 miles; £1,150. Euston 1212. Car Mart Ltd., 320, Euston Rd., N.W.1. (4125)

PRIDE & CLARKE, Ltd.

1949 Morris Six saloon, beige/beige leather, low mileage, choice of two from £255.

3 months' guarantee, terms, exchanges, list—Stockwell Rd., S.W.9. Brinton 6251. (4308)

JACK ROSE, Ltd., offer—

1950 (July) Morris Six saloon, guaranteed mileage 7,000, colour black with brown hide upholstery, absolutely as brand new inside and out, spare wheel unused; accept £1,085—Jack Rose, Ltd., Shaftesbury Rd., Warrington, Warrington 677-8. (4461)

1950 Morris Six saloon, 4,000 miles—Autocraft, Ltd., Winchester, Winchester 4554. (1879)

1950 saloon, black, H.M.V. radio, heater, lower covers, carefully serviced; £1,050—Campbell Symonds, Wembley 6552. (1501)

1950 gns. saloon, black/brown, tartan covers, heater, foglamps, etc., immaculate, £1,050.

H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0511. (4273)

4,000 miles, 1950 Morris Six saloon, heater, 4,000 covers, immaculate condition throughout; £1,085—Slattery Marcus, Ltd., 8, Epsom St., S.W.1. (15935)

1950 (May) Morris Six saloon, in green, with green interior, fitted heater and lower covers, one owner; guaranteed 14,000 mls., looks 6,000 mls., as new; £1,085—Gibsons Sports Cars (Christchurch) Ltd., Lombard Rd., Christchurch, Hants. Tel. 1361. (1346)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Six Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Six cars—150 Park Lane W.1. Grosvenor 3454. (10475) £1,075.

MORRIS MISCELLANEOUS

G ORDON CARS (LONDON), Ltd.—1950 Morris Six saloon, £1,075.

G ORDON HOUSE (LONDON), Ltd.—1950 Morris Oxford saloon, £1,095.

G ORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611.

T ANKARD & SMITH, Ltd., offer the choice of many 200 used cars, all subject to three months' written guarantee.—136, King's Rd., S.W.3. Tel. FAX. 5891-3. (10379)

Morris Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (10979)

S TEWART & ARDEN, Ltd.

S OLF LONDON distributors of Morris cars with to purchase post-war Morris cars in good condition.

M ORRIS House, Berkeley St., W.1. Tel. MAYfair 7680. (10297)

M ORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Qai. 2767. (1024)

M ORRIS in good condition wanted.—32, Brookham Drive, Ilford, Essex. Tel. Valentine 2098. (12295)

C ASH immediately. New address, Wexley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome.

M ARSTON MOTORS Co. for your Morris.—Tel. St. 3000. Seven Sisters Rd., Tottenham, N.15.

J ACK OLDING, Ltd., 6-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5424. (10414)

C ASH buyers of low-mileage Morris Minor, Oxford and SIX, distance no object.—Hattens, Lord St., Southampton. Tel. 2268. (10796)

A P. PETO, Ltd., 42, North Audley St., W.1. require post-war small mileage Morris cars in first-class condition.—May, 3051. (10951)

Morris Spares and Service

B ANKERS MOTORS, the Morris buyers—Ham. 6041, for Morris spares, sales and service.—209, Balham High St., S.W.17. (10521)

W EST LONDON.—Rogers Garage, repairs and service, all stock of spare parts and replacement units, price list on application.—Fairley's, Morris & Specialists, John St., Sheffield, 2. Tel. 2276. (10385)

NASH

J OE THOMPSON (MOTORS), Ltd. offer:—

RHD 1949 Nash 4-door saloon, colour black, very smart, all extras, £1,850.

J OE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelsons). Ken 4956. (1954)

£550—1949 (registered) £10 tax Nash Continental 4-door sedan, mouth-orange front, column change, new look, radio, heater, unpreserviceable bargain.—Brag Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. (14525)

OLDSMOBILE

1950 Oldsmobile 1949, right-hand steering, radio and heater, mileage 8,000.

A FREEMAN, Ltd., Grosvenor Garage, Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 350-1. (14355)

1938 6-cyl. Oldsmobile car chassis, fitted with box van body, seating accommodation for eight, mechanically sound and of first-class appearance, price £396.

D ISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. (10113)

OLDSMOBILE Rocket 85 4-door sedan, guaranteed 5,000 miles, first reg. February 12th, 1952, radio, heater, hydraulic drive, etc., price £2,950, exchequer and h.p. arranged.

J OW PELL MOTOR CO., Ltd., 685-691, Durham Rd., Gateshead-on-Tyne. Tel. 25532. (13997)

OLDSMOBILE 1949 85 Rocket convertible coupe, this car is finished in grey cellulose with red leather and a black power-operated hood, radio and heater, 16,000 miles, in spotless and genuine condition throughout.

M TCAFFEY & MUNDY, Adam & Eve Mews, Kensington, W.8, Tel. Western 4795. (14470)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Les Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600). Service Workshops and Spare Parts, 7, Penbridge Villas (nr. Westbourne Grove), W.11 (Barnwater 6626-7). (10578)

Oldsmobile Cars Wanted

L EX GARAGES, Ltd., are interested to buy recent model Oldsmobile car.

L EX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. (10627)

S IMPSON'S MOTORS (WEMBLEY), Ltd., require Oldsmobiles (1937 onwards)—Wembley 8691-3903. (10578)

OPHEL

1940 Opel 12 4-door saloon, bodywork renovated, condition and appearance like 1951, £260.—7, Radcliffe Rd., Croydon 1505 after 6 p.m. (14199)

£345—Olympia 12hp d.h. 35 mps, as brand new, new throughout, must be seen.—L119, Ormonds Hotel, Belize Grove, N.W.3. Primrose 2118. (10009)

£150—1937 (November) Opel Olympia 12hp Continental drive cabriolet, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. (15159)

Opel Cars Wanted

R OWLAND SMITH'S, the Opel buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (10980)

O PHEL in good condition wanted.—32, Brookham Drive, Ilford, Essex. Tel. Valentine 2098. (12295)

M AYNER MOTORS, Ltd., Opel distributors, buyers of all models.—118, Southampton St., Southampton. Tel. Southampton 5286, 4944. (10631)

Opel Spares and Service

R EPAIRS, spares, reconditioned engines, suspensions, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. (10240)

M AYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton, Tel. Southampton 3266, 4944.

J OE THOMPSON (MOTORS), Ltd. offer:—

A LATE model Packard 4-door saloon, colour blue, registered April, 1950.

1939 Packard 4-door saloon, colour black.

J OE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelsons). Ken 4956. (10282)

L EONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

P ACKARD sole concessionaires offer:—

A SELECTION of completely reconditioned 1938 and 1939 saloons and drop head fourseams.

L EONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. (10282)

P ACKARD drop head fourseam coupe, 1938, reconditioned engine, new tyres, very good condition, £235.—Western 7032 or Sloane 5916 exclusive. (1467)

1937 Packard fitted with splendid shooting-brake body, seats 6 in comfort, overhauled engine, new tyres, excellent running, rub-hand drive.—Midsummer Norton, Somerset. Tel. 292. (14629)

1946 (registered) Packard 6 saloon, finger-tip control, Brunswick green, brown leather, new tyres, excellent running, rub-hand drive.—Grant Motors, 122, The Avenue, N.W.6. (1594)

C ASSE'S MOTOR MART—1957 Packard Super 8 saloon, black, 22,000 miles, one owner, chauffeur driven, superb, taxed December, £650; exchequer, written guarantee.—5, Warren St., W.1. Euston 4110. (15958)

1945 Packard Clipper 4-door saloon, respaved, re-chromed, interior almost as new, fitted new tyres, heater, radio, demister, air-conditioner, taxed, really fine example of post-war American luxury car, £1,045.—Ree, 2, Limes (Motors), Ltd., 17-19, High St., Totton, Beds. Tel. 371. (14449)

Packard Cars Wanted

R OWLAND SMITH'S, the Packard buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

S IMPSON'S MOTORS (WEMBLEY), Ltd., require Packards (1937 onwards)—Wembley 8691-3903. (10578)

L EONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 3400. (10191)

J OE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelsons), S. Kensington & Kensington 4956. (10282)

7 SEATERS privately owned modern Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (11660)

Packard Spares and Service

J OE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelsons), S. Kensington Kensington 4956. (10282)

L EONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (10469)

P EUGEOT, in good condition.—32, Brookham Drive, Ilford, Essex. Tel. Valentine 2098. (12295)

PLYMOUTH

S IMPSON'S MOTORS offer 1949 Plymouth 4-door saloon de luxe—Wembley 8691-3903. (1254)

PONTIAC

P ONTIAK 1946 black, chromium 4-door saloon 1 h.d. 37,000 miles, immaculate and excellent mechanical condition, hydraulic drive, perfect for disabled driver, amputee; £1,750 or near offer.—Grosvener 9000, ext. 361. (14662)

1938 Pontiac 4-door Silver Streak saloon, left-hand drive, first registered 1948, £10 tax, good condition throughout, good tyres, new battery, amputee.—£285.—W. Bartlett, Street Rd., Glastonbury, Wilt. 24. (15721)

Pontiac Cars Wanted

S IMPSON'S MOTORS (WEMBLEY), Ltd., require Pontiacs (1937 onwards)—Wembley 8691-3903. (10578)

Pontiac Spares and Service

F OR Pontiac spares and Pontiac service.

U S CONCESSIONAIRES, Ltd., Pontiac Works Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7705.

S OLE distributors Great Britain for Pontiac cars and Pontiac parts. (10617)

Porsche Spares and Service

C OLDRENE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc. for the Porsche. Tel. Ripley 2561. (10629)

RACING CARS

C OOPERS GARAGE (SURREY), Ltd., of Surbiton, Tel. Elm, 3546, are the sole concessionaires for the British of the Cooper 500 and 1,000cc formula racing cars. (10821)

T URNER-BARDON IJ, tubular chassis, independent all round, 2-seating shoe fittings, twin master cylinders, electric wheel, rear and push steering, 80000 gear box, body open front and back as Cooper, J.A.P. engine beater; offer with without engine, trials available.—Turner, 71 Riverside (Wall) 2198 day, 4913 night. (14625)

RACING CARS

1951 Cooper Me. V. with 4-stud J.A.P. Norton complete, no will sell for low price.—D. F. Annar, "Blounts," various, Bucks. Marlow 668. (3179)

CHIFFEAD MOTOR, Ltd. offer:—

R AILTON 10hp Fairmile coupe, July 1950, black and red.

C HIFFEAD MOTOR, Ltd., 187, Fulham Rd., Kensington, London, S.W.3. FAXton 0052/723/7154. (7095)

M AJOR J. P. S. BARBER, 65 Linden Gardens, W.1. Bayswater 6753; all models available and wanted. (15467)

A J MOTORS (LONDON), Ltd., offer a second-to-none selection of Nallon cars; also all spares.—36 (b), Belgrave Rd., S.W.1. Victoria 6295. (10533)

1937 leather, fitted radio, twin Nottex fog lamps and dual horns, maintained in perfect condition, £350.—Panties Service Garage, London E.C.4. (1524)

V ERY beautiful 1936 Ralston sports saloon, carpets, headlamps, tele-controls, battery, twin bumpers, twin Nottex, door handles, winders, springs, radiator all new, chromed, woodwork repainted, respaved dark bronze green, Rolls finish, radio, brakes, roadholding, steering, superlative, new Carter carburettor 21 mps, pottering, terrific silent performance, cruised at 70 mph, this car is the property of our managing director and has been maintained in perfect condition.—Nash Bros., Chesham, Bucks. £550, exchange considered.—Nash Bros., Chesham, Bucks. 4, Ladypool Rd., Birmingham, 12. (14624)

RENAULT

R ENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Aston, W.3. Acorn 4656.

J ACK ROSE, Ltd., offer:—

1940 Renault 9 saloon, clean inside and out, good tyres, open at any examination; £450.

J ACK ROSE, Ltd., 22, Pall Mall, London, Surrey. Wallington 6677-8. (11156)

S IMPSON'S MOTORS offer 1949 50 Renault 10 saloon, £595.—Wembley 8691-3903. (15019)

1939 Renault 8 2-door saloon, leather upholstery, one owner only, carefully maintained throughout.—£375.

F ERRARIS OF CRICKLEWOOD, Ltd., 200-202, Cricklewood Broadway, N.W.2. Qai. 2234. (10623)

W ILLIAMS'S REPAIRS, Ltd., 4, SERVICE, Burlington Hill Rd., Surbiton (Elmbridge 1873) have a small selection of used Renaults.

W ALTER SCOTT, Ltd., 1988 Renault 8 saloon, fitted with Ford 10 engine, exceptional performance; £345; terms, exchequer.—38, College Crescent, Hampstead, N.W.3 (Syria Cottage Tube). Pri. 5914, 1944. (13948)

595 mps—Renault 8, January 1949, 4-door saloon, bronze, brown leather, one careful owner, small mileage, excellent condition, exceptional condition; terms, exchequer; list, open 7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hamstead 6041. (14236)

Renault Cars Wanted

R OWLAND SMITH'S, the Renault buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

R ENAULT small hp in good condition wanted.—32, Brookham Drive, Ilford, Essex. Tel. Valentine 2098. (12294)

W ILLIAMS'S REPAIRS, Ltd., 4, SERVICE, Burlington Hill Rd., Surbiton, Elmbridge 1873, purchase all models. (10127)

RILEY

1940 Riley 2½-litre Kestrel saloon, very high performance car, bargain, £675.

D ICKS CAR SALES, 42, High Rd., Kilburn, Maida Vale 6889-9. (9166)

C AR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles, £1,485.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (14196)

S IMPSON'S (Edware).

R ILEY 9 Kestrel 4-door saloon, excellent runner, very good appearance, £265.

S IMPSON'S MOTORS (LONDON), Ltd., North Rd., Edware, Tel. 3966 and 7070. (14258)

J. A. SAUNDERS, Ltd.

1947 1½-litre Riley, 25,000 miles.—Radiet, Herts. J. Tel. Radiet 501, Ham. 6041. (13724)

J ACK ROSE, Ltd., offer:—

1947 (late) Riley 2½-litre sports saloon, in excellent condition, black with red hide upholstery throughout, almost spotless appearance, accept £1,000.—Huntley & Palmfield Rd., Wallington, Surrey, Wallington 6677-8. (13502)

TOM GARNER, Ltd. offer:—

1950 Riley 1½-litre saloon black with green upholstery, 8,000 miles only.

T OM GARNER, Ltd., 10, Peter St., Manchester, 2. Tel. Blackfriars 9265-6. (15777)

B. J. HUNTER, Ltd. offer:—

1947 Riley 2½-litre saloon, very superior condition; £1,025.—Belov.

1947 (September) Riley 1½-litre saloon, fitted radio, positively unmarked; £995.

H UNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2, Tel. Gladstone 6505. (14464)

BOON & PORTER, Ltd., distributors.

1948 1½-litre saloon, black, reconditioned throughout, H.M.V. radio; £1,095.

1948 2½-litre saloon, black, mileage 37,000, reconditioned engine; £1,095.

1948 2½-litre saloon, black, mileage 37,000, reconditioned engine; £1,095.

S W.15. (By Hammermill Bridge). Reg. 4444. (11600)

1939 Riley 12 Nutfield saloon, in remarkably fine condition throughout; £565.

B IRRICK MOTORS, Ltd., 24, High Rd., South Woodford E.16. Buckhurst 9766. (14251)

1935-6 Riley 9 Monaro saloon; £245; payment by instalment.—Chiffell, Wexham 6651. (14625)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY
H. A. SAUNDERS, Ltd., offer:—

1949 Riley 2½-litre saloon, black with brown upholstery, radio etc., 9,000 miles, £1,425.
886-842, Rileys, Rd. N.12, Millers Green. (3844)

COOMBS & SONS (GUILDFORD) Ltd., offer:—

1947 Riley 1½-litre built with green leather, new engine recently fitted; 5,995.
COOMBS & SONS (GUILDFORD) Ltd., Portsmouth Rd., Guildford, Guildford GU97-8-9. (4514)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Riley 2½-litre saloon, 14,000 miles from new, colour primrose with red leather, 4 superb outstanding Riley; £1,250.—Portsmouth Rd., Thames Ditton, Esherbrook SS51-2-5. (3486)

GORDON CARS (LONDON), Ltd., 1950 Riley 2½-litre

GORDON CARS (LONDON), Ltd., 1949 Riley 1½-litre

GORDON CARS (LONDON), Ltd., 1947 Riley 2½-litre

GORDON House, 375, Euston Rd., London, N.W.1

SUSSEX specialists for reconditioned Riley cars, re-

1951 series Riley 2½-litre (Nov. '50) saloon,

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RILEY
£999—Magnificent Riley 1½-litre de luxe saloon,

LAMB OF WOOD GREEN, Finchley Showrooms, 429

2½-litre Riley saloon, 1950 type, black, green leather,

RILEY Westral Sprite 1½-litre 1937 saloon, twin

S.U.'s, Scintilla Vertex, twin Windons, exten-

SPRIT Loxe Riley speed model 4-seater 12hp 1½-litre,

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ROLLS-ROYCE

JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley;

12-13, Tel. Mayfair 7444

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BENTLEY & PARTNERS, Ltd.

1939 Rolls-Royce Wraith limousine by Messrs.

10805

Albermarle St., London W.1. Tel. Grosvenor 5051

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

MASCOT MOTORS, Ltd., offer—
1937 50hp Gurney Nutting special sports sedan.
1936 50hp Mulliner sports saloon with division.
1936 25hp Barker owner driven sedan.
1935 40 50hp Thrupp sports tourer and saloon.
1934 25hp Salmon and Park Ward sports saloon.
1933 25hp Hooper sports saloon.
1932 25hp; three saloons and one coupe.

W are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4½-litre Bentleys with all types of coachwork.
MASCOT MOTORS, Ltd. 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. (4377)

SWANMORE GARAGE, Bournemouth.

1937 Rolls-Royce Phantom III, owner-driven saloon by Frayn of Paris.
1933 Rolls-Royce 20-25 owner driver, Crosby & Dunn salon.
1934 Rolls-Royce 20-25 owner-driver, Thrupp & Maberly saloon.
1937 Rolls-Royce 20-25 chassis Raneleigh long saloon.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 1022. (3770)

MANN EGERTON & Co., Ltd., offer—

1939 Rolls-Royce 25-30hp Wraith special sports 4-dr. model, 1939, 2500 miles, first registered 1944, 62,000 miles, excellent history, £1,750.
 Berkeley St., London, W.1. Regent 2073. (4372)

PERFORMANCE CARS offer with 3 months' written guarantee—

ROLLS-ROYCE Phantom II, 1935, fitted late close-coupled limousine body with large bonnet by Thrupp & Maberly, unsuitable for work, unused occasionally, splendid condition, £575.

ROLLS-ROYCE 20 close-coupled owner-driver saloon by Hooper, 1925, £245.

ROLLS-ROYCE 20 close-coupled owner-driver saloon by Hooper, 1925, £245.

ROLLS-ROYCE 40-50 van, 1924, beautiful condition, £65, 1930 Phantom I limousine.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841 (4) inst. (4527)

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer—

1948 Rolls-Royce Silver Wraith 4-door owner-driver saloon by Park Ward, two-tone grey, blue hide, one owner, 22,000 miles only (guaranteed), whole car in perfect order, £2,550.
 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9, Cunningsham 5956-5. (4366)

£4000—1949 Phantom semi-racer edge Hooper 4-light saloon, 24,000 miles—Box 743. (4256)

1937 Rolls-Royce Phantom III H. J. Mulliner 7-1/2, 1936, face forward seats, £1,175.

1936 Rolls-Royce 25/30 Thrupp & Maberly 7-seater limousine, face forward seats, terms, exchanges, R.A.C. or A.A. examination invited; £1,350.
GEO. NEWMAN & Co., 369, Euston Rd., N.1. (4375)

ROLLS-ROYCE 25hp owner-driver sports saloon by Hooper with large luggage boot, low mileage, price £600.

EVANS & O'MALLEY, Ltd., Louwdes Sq., Knightsbridge, S.W.1. 2500 miles, 48,000 in magnificent condition, £1,350 or near offer; privately owned—Box 7821. (4471)

1932 Rolls-Royce 20-25 owner-driver saloon, in exceptional condition, recent mechanical overhaul, £775.

CLARKE'S OF PIRBRIGHT, Officially Appointed Rolls-Royce Retailers, near Woking and Guildford, Surrey, Brookwood 2201-2. (3669)

1928 delivery 20hp, Rolls-Royce owner-driver saloon by H. J. Mulliner—Paddon Road, Ld. 60, Choral Place & W.7. Ken. 9477. (3503)

1934 Rolls-Royce Phantom II by Windover, P.Y. series chassis, in excellent condition throughout with attractive creasing lines: £600.
W. J. CALFE & MUNDY, Adam & Eve Mews, Kensington, W.8. Tel. Western 4796. (4471)

EDWARDS & Co. (Bournemouth), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. £1482

ROLLS-ROYCE 20/25 sportsman's saloon, 1935 model, two owners only, 19,000 miles, 48,000 in magnificent condition, £1,350 or near offer; privately owned—Box 7821. (4471)

1934 Rolls-Royce 20/25, A. Mulliner body, good condition; £285—Crayton's Cars, Ltd., London, N.W.1. Tel. Euston 5228 (15 lines).

BARGAIN: 20 25 Rolls-Royce 1933 Park Ward limousine, excellent condition, the right Rolls at the right price—Kiddie's, Harborne Rd., W.12. Balmum 2531. (4426)

1937 Phantom III, Hooper body, immaculate, electric trip meter, large leather picnic tables and cupboards, £300 overhaul, full report; £1,900 or offer—Owner, Hen. 8675.

1935 20/25 Rolls-Royce owner-driver sports saloon by Thrupp & Maberly, excellent history, very smart car, £1,365—Taylor & Crawley 48, Kensington Court & W.8. Western 4796.

VINTAGE AUTOMOBILES, of Knightsbridge, the Rolls 20s and 25s at competitive prices—118, 109, Pavilion Road, Bournemouth, Bournemouth 5256. (1819)

1935 Rolls-Royce Phantom II, U.K. export, 1935 driver four light saloon with rear boot by Barker; black with brown leather 43,000 miles only, truly magnificent car in faultless condition. S.W.1. Clarke & Simpson, 75-79, Cadogan Lane, W.1. (1485)

ROLLS-ROYCE

ALPE & SAUNDERS, Ltd., Rolls-Royce Limousines offered with Mechanical Guarantee Certificate—

1935 25hp Phantom II, 1935, 2500 miles, 48,000 in magnificent condition, £1,350 or near offer; privately owned—Box 7821.

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Rolls-Royce Cars Wanted

OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swan Group of Companies, London office, 369, Euston Rd., London, W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5844. (3516)

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

MARSHALL, 969 St. Albans Rd., Watford, Tel. Watford 2500. (4048)

GEO. NEWMAN & Co. have cash waiting for

NOW is the time to sell to them at 50% Euston Rd., London, N.W.1. Euston 4466. (4212)

A&S always purchase 25 30hp Saloons with boot, also four-door coupes.

A&S urgently need Phantom II also Phantom III saloons and limousines, prompt attention assured.

Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2300. (1861)

R. posal are invited to get in touch with

JACK BARCLAY, Ltd.

OFFICIAL retailers of Rolls-Royce and Bentley.

12-13, St. George St., Hanover Square, W.1. Tel. May. 3444. (1093)

We are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise—Compton, 69, West St., Crystal Palace, S.E.19. Liv. 3562. (1006)

1946-7 driver sports saloon, around £3,000—Advertiser, 6, Bransome Rd., Wallasey, Cheshire, (4124)

W. J. CALFE & MUNDY, 118, Euston Rd., N.1. (4471)

R. specialists, special retailers and repairers with to buy good late model Rolls-Royce—Huddersfield 624.

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models—Crawley 487. (1866)

ARTHUR MULLINER, Ltd., Coach-builders, Bridge St., Northampton, who to purchase a number of good Rolls-Royce cars. Please send particulars. (1019)

BROADWAY MOTOR CO. require 25hp Rolls-Royce cars, particularly with owner-driver saloon or 4/6 coupe bodywork, years 1930 to

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 11

1946 Rover 12hp 6-light saloon, black/brown leather, new engine fitted, one owner, good mechanical condition. £695.

PAGE MOTORS, Ltd., High St., Expsn. Tel. Expsn 8991-3.

£3500—Rover 12-4 1936 sportsman 4-cyl., exceptionally good cellulose and appearance. Good mechanical condition. Many extras.

BENMOTORS, 1, Clarendon Rd., Molland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 10-6. (Soyde Molland Park 1941.)

1947 (December) Rover 12hp saloon, beige, brown leather. £595.—Vandervells (Buyers of Good Used Cars), 215, Saverstock Hill, N.W.4. Priests 661.

£695—1939 Rover 12 sports saloon, immaculate and spotless, original condition throughout; this vehicle both looks and runs as well as 1948 model.—Held.

£545—Rover 12 sports saloon, rare and unusual 1949 special series model, grey with red leather, impeccable interior and exterior, and 100% mechanical.—Held.

£295—Rover 12hp sports saloon, similar looking vehicle to 1939, actually 1935 but fitted low-pressure wheels and only one owner since new make; this a worthwhile bargain, tremendous performance and economy; also 8 other Rovers; 3 months' guarantee; hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. 621.

1947 12hp saloon, 12 sports saloon, super, heater. Bruce France, 34, Cromwell Mews, South Kensington. Tel. 876.

1938 Rover 12 saloon, black with brown hide, in beautiful condition in every detail, recently overhauled and recoloured, one owner. £595.—Fantles Service Garage, London Rd., Guildford 5326.

£650—1939 Rover 12-4 light sports saloon, finished in original shade green with green leather and disc wheels. This is a "done-up" car, but beautifully cared-for original Rover, in very much above average condition throughout. 1939 6-light saloon at £655.

G RAY'S CARS (LONDON), Ltd., 277, Green Lane, London, N.W.10. Tel. 4565.

1946 Rover 12hp saloon, black, brown upholstery, loose covers, heater, mileage 24,500, owner driven, very nice condition. £775.—Continuance Road, 24, Duke St., Piccadilly, London, S.W.1. Tel. Regent 5476. Vehicle at Eastern House, Harris St., Epsom c/o Butler. 4633

1939 Rover 12hp, a one owner car of "quality" in magnificent condition, general mileage 57,000 and is mechanically perfect throughout; bodywork absolutely sound and grey cellulose immaculate; interior upholstered in blue leather and very clean; radio and many extras, tyres all nearly new; a very rare opportunity to purchase what must be an outstanding specimen; 6025. Carr Bros. Garage, Ltd., Purley, Epsn. 4812.

ROVER 11

230 ms.—1936 Rover 14 sports saloon, good condition.—Automips, 5, Balham High Rd., Balham 5025.

1947 Rover 14 6-light saloon, 10,000 miles guaranteed, practically as new, £1,095.—Cyril Bick, 103, Kings Rd., Edgware, Tel. Edgware 4464.

1947 Rover 14 6-light saloon, black, in really excellent condition. £1,095.—S. Brown & Son, Hillside Garage, Edgware, Tel. Edgware 4464.

1936 Rover 14 de luxe saloon, extremely well kept, in above average condition. £355.—A.S. Morton, Palmers Green 4723.

£260—1935 Rover 14 saloon, one owner, guaranteed; 1935 Rover 14 sportsman's saloon, £220. Payment by instalment. 596, Kensington High W.14. Western 6651.

1938 (April) Rover 14 6-light saloon, black, new engine, 915 cc, guaranteed, etc., very nice order throughout. £695.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1195.

895 ms.—Rover 14, October 1946, de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, exceptional condition; terms; exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). 44296

£695—1939 (July) Rover 14 saloon, a really magnificent car, judged by condition would be mistaken for 1948 model, most perfectly preserved, all chrome as new, interior completely original and immaculate, mechanically it still retains that silence and silky smoothness which Rovers are famed for.

G RAY'S CARS (LONDON), Ltd., 277, Green Lane, London, N.W.10. Tel. 4565.

ROVER 16

1947 Rover 16 saloon, very good condition throughout. 1935.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

1947 Rover 16 saloon, black, radio, heater, as new. 1947. Hendon, Central Garage, London 1423-4.

1947 Rover 16 grey sports, H.M.V. radio and heater, 1947, 8th-class condition and appearance throughout.—Tel. Prospect 9188, or Box 7497, Hendon.

£450—Rover 16 6-light saloon, black, red leather, excellent mechanical condition, in original as new Great Western Motors, London, 4468

25000 miles only!—1937 Rover 16 de luxe and 1947 Rover 16 de luxe, blue leather throughout, absolutely as new throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., 68, North Rd., East Finchley Station, N.2. Tudor 2301-2.

VERY late 1940 (Dec.) Rover 16hp saloon, black, in very fine order, ex-ream. £695.—Scovell & Clements, Ltd., 36, Watford Way, Hendon Central, N.W.4. Hendon 214.

1947 Rover 16 6-light saloon, colour black, brown leather, fitted with H.M.V. push-button radio, black chrome throughout, 3 months' written guarantee. £1,065.—R. M. Mead (Sales) Ltd., 43, Queen St. Maidenhead. Tel. Maidenhead 3431-2.

ROVER 16

1939 Rover 16hp 6-light saloon, colour black with brown leather, this car is in exceptional condition and has been chauffeur kept. £450.—Woking Motors (Maybury Hill), Ltd., Woking 1923.

1939 Rover 20 saloon, really beautiful condition, radio, wonderful performance. £625.—Woking Motors (Maybury Hill), Ltd., Woking 1923.

1939 Rover 20 saloon, really beautiful condition, radio, wonderful performance. £625.—Woking Motors (Maybury Hill), Ltd., Woking 1923.

1939 Rover 20 sports saloon, black/brown leather, radio, in magnificent condition. £535.—Clarke & Simpson, 73-75, Cadogan Lane, S.W.1. Sloane 4757.

£620—Rover 20 sports saloon, 1939, spotless bodywork, beautiful interior and excellent mechanical, clutch and brakes recently relined; a quality car in faultless condition.—Frobisher 0249, 19317

BRUTONS, Ltd.—1939 Rover 20, recently reconditioned throughout, black, green interior, modernised to 75 specification, specimen car, good tyres.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242.

ROVER 60 & 75

TICKFORD, Ltd., offer:—
1949 (Dec.) Rover P.4 sal., speedo reading 9,000, green, grey leather, H.M.V. radio, one owner, as new.

1948 Rover P.4 sports sal., 10,000 miles, green, green leather, radio, one owner, ex. cond.

1948 Rover 60 sal., black, green leather, radio, heater, 15,000 miles, ex. cond.

1948 Rover 60 sal., black, grey leather, 24,000 miles, heater, one owner, ex. cond.

8 Upper St. Martin's Lane, W.C.2. Temple Bar 3358.

TOM GARNER, Ltd., offer:—
1950 Rover P.4 saloon, pastel blue with blue upholstery, radio and heater, 8,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 2263-4.

HAROLD RADFORD & Co., Ltd., offer:—
1950 (April) Rover P.4 saloon, colour green, one owner, speedometer reading 7,250 miles.

HAROLD RADFORD & Co., Ltd., offer:—
1948 Rover P.4 saloon, colour green, one owner, speedometer reading 7,250 miles.

HAROLD RADFORD & Co., Ltd., offer:—
1948 Rover P.4 saloon, colour green, one owner, speedometer reading 7,250 miles.

WARRICK WRIGHT, Ltd., offer:—
1950 Rover P.4 saloon, black, red leather, heater, 8,000 miles, £2,050.

1950 Rover P.4 saloon, black, green leather, 11,000 miles only, one owner, ex. cond.

WARRICK WRIGHT, Ltd., 150, New Bond St., P.A. August 1950, black, green, loose covers, works maintained; £1,675.—Broden, Lichfield 2540.

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1948 Rover P.4, black and red, radio, etc.; £1,500.

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COOMBS & SONS (GUILDFORD), Ltd., offer:—
1948 Rover P.4, black and red, radio, etc.; £1,500.

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer:—
A SELECTION of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 018-4.

HARVEY HUDSON, Ltd. (the Land-Rover specialist), offer:—
1950 (Feb.) Land-Rover, 11,000 miles, in really first-class condition.

1949 (July) Land-Rover, 14,000 miles, with 15cwt Brockhouse trailer if required.

THE Rovers are examples from the finest stock of re-conditioned, guaranteed Land-Rovers and ancillary equipment in the country, prices from £595.

SOUTH WOODFORD, E.18. Tel. Wansford 0056.

LAND-ROVER 1949, used privately; £575.—Farmer, 117, Brighton Rd., Cusdon.

1950 series Land-Rover, heater, trafficators, many extras, superb order; £650.—Odeon Motors, Ltd., Barrow 4106.

1949 (November) Land-Rover, really beautiful, 17,000 miles, good tyres, etc.; £595.—Rena Automobiles, Ltd., 127, Parkway, N.W.4. Ruston 7700.

GRAHAM BROS. (MOTORS), Ltd., offer 1949 (Oct.) Land-Rover, one owner, complete with power take-off, governor, and towing attachment, good condition.—13, Peter St., Manchester 2.

Land-Rover Cars Wanted
LAND-ROVER in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valence 2956.

HARVEY HUDSON, Ltd. (the Land-Rover specialist), wish to buy Land-Rovers.—South Woodford, E.18. Wansford 0056.

ROVER MISCELLANEOUS

HENLYS, Ltd., offer:—
ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor) Henlys' House, 385, Euston Rd., N.W.1. (Euston)

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor) Henlys' House, 385, Euston Rd., N.W.1. (Euston)

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DEVONSHIRE House, Piccadilly, W.1. (Grosvenor) Henlys' House, 385, Euston Rd., N.W.1. (Euston)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CAMDEN MOTORS Sports Cars.

RILEY 1½-litre 12hp Kestrel saloon, 1954.

RILEY 1½-litre 12hp Kestrel saloon, 1955.

RILEY 1½-litre 12hp Kestrel saloon, 1956.

RILEY 1½-litre 12hp Kestrel saloon, 1957.

RILEY 1½ Kestrel saloon, Sprite engine, 1937.

RILEY 1½ Kestrel saloon, overdrive, 1938.

RILEY 1½ Nuffield saloon manual gears, 1939.

RILEY 1½ drop head fourours coupe, 1940.

RILEY 16/4 Kestrel saloon, 1938, £140 bills.

RILEY 9 Kestrel saloon, 1935, dual carb.

RILEY 9 sports saloon, 1937, engine altered.

RILEY 9 sports drop head fourours coupe, 1939, one owner.

RILEY 9 sports saloon, 1936, special body.

RILEY 9 sports drop head coupe, 1950, as new.

RILEY 4-seater tourer, 1949, 11,000 miles.

RILEY 2-seater Roadster, 1948, silver grey.

RILEY Speed 20 Vanden Plas sports saloon, 1934.

RILEY Speed 20 Vanden Plas fourours drop head, 1934.

RILEY Speed 20 Charlesworth fourours drop head, 1934.

RILEY Speed 25 Vanden Plas sports saloon, 1937.

RILEY Speed 25 Mulliner sports saloon, 1938.

RILEY 4.5-litre Mulliner sports saloon, 1937.

RILEY 12/70 sports saloon, 1938, maker's £300 overhaul.

RILEY 12/70 fourours drop head coupe, 1939.

RILEY 12/70 sports saloon, 1940, one owner.

RILEY 14hp Tickford fourours drop head, 1949.

RILEY M.W. fourours drop head coupe, one of 45, 1957.

RILEY P.A. Midget 2-seater, 1934, B.R.O.

RILEY P.A. Midget 2-seater, 1935, engine altered.

RILEY T.A. Midget 2-seater, 1937, new hood, etc.

RILEY T.A. Midget Tickford drop head, 1938.

RILEY 1½-litre 12hp sports saloon, 1934.

RILEY 1½-litre 12hp drop head fourours, 1938.

RILEY 1½-litre 12hp sports saloon, 1939.

RILEY 2-litre sports saloon, 1938, resprayed.

RILEY 2.0-litre sports saloon, 1939, exceptional.

RILEY 10hp front-wheel-drive 4-seater sports, 1938.

RILEY 10hp front-wheel-drive 2-seater sports, 1938.

RILEY 10hp front-wheel-drive 4-seater sports, 1938.

RILEY 10hp front-wheel-drive 4-seater sports, 1937.

SINGER Le Mans 2-seater special sports, 1934.

SINGER 9hp 4-seater sports, 1947, red leather.

SINGER 9 4-seater sports, 1946, black, fawn.

SINGER 9 4-seater sports, 1938, new hood and tyres.

RALTON special Fairmile fourours coupe, 1936.

RALTON Straight Eight open 4-seater, 1935.

RALTON open 4-seater, bills £200, 1936.

RALTON Straight Eight sports saloon, 1936.

LAGONDA 4½-litre sports saloon, 1954, £150 bills.

LAGONDA 4½-litre sports saloon, 1956, superb.

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CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. (Phone 2041 18 lines). (4432)

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J 2 Competition two-seater, 4.4-litre Mercury engine, close ratio gear box.

J 2 Competition two-seater, 1951, B.M.T.A. release.

J 2 120 mph, de Dion axle, Arden head, one owner, finished in green with grey leather upholstery.

J 2 Competition two-seater, Arden head, de Dion axle, 6,000 miles, one owner, 115 mph, finished in blue with blue leather upholstery.

SPECIAL Supercharged 2.3 Alfa with streamlined two-seater body, 105 mph, finished in opalescent blue. £775.

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2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 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1950 Sunbeam-Talbot 80 saloon, small mileage. 103

1937 New Bond St., London, W.1. Mayfair 5351-6. 19664

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1946 Sunbeam-Talbot 80 saloon, black, 31,500 miles, ex. condition; £630.—20, Vincent Rd., 10415

1950 Sunbeam-Talbot 80 saloon, black with beige leather, heater, fitted, ex. condition, 11,150 miles, £1,150. 10415

1948 (June) Sunbeam-Talbot 10hp, 1,150cc, ex. condition, silver, grey leather, £750 or offer.—Nash, Ashted 2834. 10437

1950 (June) Sunbeam-Talbot 80 saloon, grey, 15,000 miles; £1,175.—The Barnetley Motor Co., Barnetley 2264. 10437

1939 Sunbeam-Talbot 10hp drop head coupe, metallic grey, carefully maintained, new tyres, mileage 10,000. 10437

1950 Sunbeam-Talbot 80 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner since new, low mileage. 10437

1949 Sunbeam-Talbot 80 saloon, heater, one owner, car in excellent condition throughout, and examination of trial, taxed year; £1,065. 10437

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10955 ens.—Sunbeam-Talbot 80, November 1949, 2-litre sports, colour, gunmetal, sliding head, grey leather, radio, small mileage, exceptional condition, terms, exchange.—Rowland Smith, below. 10431

695 Sports saloon, black, sliding head, grey leather, very carefully maintained, exceptional condition, terms, exchange.—Rowland Smith, below. 10431

5255 ens.—Sunbeam-Talbot, January 1950, 3-litre four-cylinder, gunmetal, sliding head, grey leather, Windstone horns, carefully used, excellent condition, terms, exchange, open 9-5 weekdays and Saturdays.—Rowland Smith, Hampshire (Hampstead) Ltd., Hampstead 6041. 10431

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MAYFAIR GARAGES, Ltd., Balderston St., opp. Selfridges clock, Mayfair, W.1. Mayfair 5104-5. 19681

1949 Sunbeam-Talbot 80 saloon, first registered 1949, 15,649, finished black with grey leather upholstery, one owner, fitted H.M.V. radio, heater, close covers and spotlight, in excellent condition throughout. 10437

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CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, metallic bronze, fawn leather, 8,500 miles only since reconditioned engine fitted last October, 1949. 10437

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CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1940, immaculate black finish, fawn leather, recent overhaul, engine, brakes and steering and the whole car in most outstanding order. £645. 10437

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, metallic bronze, fawn leather, 8,500 miles only since reconditioned engine fitted last October, 1949. 10437

CAMDEN MOTORS.—Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for free price catalogue of all models, 1937-49, for inspection and purchase, hire purchase facilities, part exchange, free delivery anywhere in the United Kingdom, spare parts to be purchased from any part of the country; showrooms open till 8 p.m. Monday to Saturday. 10437

1950 (Jan.) Sunbeam-Talbot 80 saloon, green, with brown leather, one owner, 14,000 miles, perfect throughout; £1,125.—Gilbert & Co., 10437

1937 Sunbeam-Talbot 10hp, 1,150cc, ex. condition, silver, grey leather, £750 or offer.—Nash, Ashted 2834. 10437

1946 Sunbeam-Talbot 80 saloon, black, 31,500 miles, ex. condition; £630.—20, Vincent Rd., 10415

1950 Sunbeam-Talbot 80 saloon, black with beige leather, heater, fitted, ex. condition, 11,150 miles, £1,150. 10415

1948 (June) Sunbeam-Talbot 10hp, 1,150cc, ex. condition, silver, grey leather, £750 or offer.—Nash, Ashted 2834. 10437

1950 (June) Sunbeam-Talbot 80 saloon, grey, 15,000 miles; £1,175.—The Barnetley Motor Co., Barnetley 2264. 10437

1939 Sunbeam-Talbot 10hp drop head coupe, metallic grey, carefully maintained, new tyres, mileage 10,000. 10437

1950 Sunbeam-Talbot 80 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner since new, low mileage. 10437

1949 Sunbeam-Talbot 80 saloon, heater, one owner, car in excellent condition throughout, and examination of trial, taxed year; £1,065. 10437

1950 (Sept.) Sunbeam-Talbot model 80 coupe, color satin bronze, one owner, low mileage, taxed year; £1,095.—R. S. Mend (Sales), Ltd., 42 Queen St., Bournemouth 2817. 10437

1939 Sunbeam-Talbot 10hp tourer, brand new, excellent engine and tyres, £325.—13, Dalton St., Coker mouth, Cumb. 10431

10955 ens.—Sunbeam-Talbot 80, November 1949, 2-litre sports, colour, gunmetal, sliding head, grey leather, radio, small mileage, exceptional condition, terms, exchange.—Rowland Smith, below. 10431

695 Sports saloon, black, sliding head, grey leather, very carefully maintained, exceptional condition, terms, exchange.—Rowland Smith, below. 10431

5255 ens.—Sunbeam-Talbot, January 1950, 3-litre four-cylinder, gunmetal, sliding head, grey leather, Windstone horns, carefully used, excellent condition, terms, exchange, open 9-5 weekdays and Saturdays.—Rowland Smith, Hampshire (Hampstead) Ltd., Hampstead 6041. 10431

1939 Sunbeam-Talbot 21 saloon, excellent condition, all road, recently reconditioned, tyres perfect, taxed for 1952, can be seen at owner's garage, Bramley Garage, Can. Tel. Bramley 5192. 10410

MAYFAIR GARAGES, Ltd.—1939 10hp drop head four-cylinder, coupe, steel wheels, grey, with grey leather upholstery, new hood, very carefully maintained in excellent condition throughout, 3 months guarantee. 5545

MAYFAIR GARAGES, Ltd., Balderston St., opp. Selfridges clock, Mayfair, W.1. Mayfair 5104-5. 19681

1949 Sunbeam-Talbot 80 saloon, first registered 1949, 15,649, finished black with grey leather upholstery, one owner, fitted H.M.V. radio, heater, close covers and spotlight, in excellent condition throughout. 10437

ARTHUR MULLINER, Ltd., Bridge St., Northampton, Tel. 807. 19688

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater sports tourer, late 1940, a somewhat scarce model, very attractive lines and quite impressive performance, good tyres, full all-weather equipment; a real bargain at only £445. 10437

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, original black finish, brown leather, very lively little engine, strongly recommended and guaranteed in writing. £435. 10437

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, metallic bronze, fawn leather, 8,500 miles only since reconditioned engine fitted last October, 1949. 10437

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1947, in silver grey with grey leather, complete and serviced entirely by distributors since new, all servicing bills and charts available, whole car, £675. 10437

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1940, immaculate black finish, fawn leather, recent overhaul, engine, brakes and steering and the whole car in most outstanding order. £645. 10437

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, metallic bronze, fawn leather, 8,500 miles only since reconditioned engine fitted last October, 1949. 10437

CAMDEN MOTORS.—Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for free price catalogue of all models, 1937-49, for inspection and purchase, hire purchase facilities, part exchange, free delivery anywhere in the United Kingdom, spare parts to be purchased from any part of the country; showrooms open till 8 p.m. Monday to Saturday. 10437

1938 Talbot 10 metallic 4-seater tourer, engine overhauled, and fitted alloy head, Fulcrum inter, new Exide, Rotaflex, etc., carefully used and in excellent condition; £435. seen & W. 10377

1936 Talbot 3½-litre limousine with division and 16 face-forward occasional, several extras included, very sound and clean condition, this is a most imposing machine which would make an ideal hire car and is an undoubted bargain at the very low figure of £335. 10410

C. W. MOTORS, Ltd., Queen's Head Garage, East C. End Rd., N.3. Tel. Finchley 6256-7. 10410

Talbot Cars Wanted ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St., (Hampstead Tube), Ham. 6041. 10991

TRIUMPH A CRESB offer:— 1949 Triumph 2000 Roadster, finished in champagne, low mileage, magnificent condition, indestructible from new, our price £295. 10410

1948 Triumph 1800 Roadster, finished in black, a magnificent example of this outstanding model, scarcely used by extremely careful owner, radio, heater; first £295 secure. 10410

A CRESB AUTOS, Ltd., 25, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1920. 1193

CAR MART, Ltd. 1947 Triumph 1800 Roadster, 16,000 miles; £295. 10410

1949 Triumph 2000 Roadster, 17,000 miles; £1,025.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. 14191

NEWNHAM, Ltd. 1950 (Nov.) Triumph Mayflower saloon, maroon, under 2,000 miles; £295. 10410

NEWNHAM HALL, 235-7-9, Hammarium Rd., London, W.6. Riverside 496. 19931

BOON & PORTER, Ltd. 1950 (November) Mayflower, light blue, heater, almost unscratched, mileage 8,500; £1,000. 10410

Catstean, S.W.13. (By Hammarium Bridge.) Riv. 4444. S.W.2. Tel. Tulse Hill 1920. 13982

ROSE & YOUNG, Ltd. offer:— 1948 Triumph 1800 razor-edge saloon, exceptional condition, fitted radio and heater, black leather, heater, 6,000 miles; £1,295. 10410

1947 Triumph 1800 Roadster, coupe, good condition throughout, metallic grey, £705. 10410

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1947 Triumph 1800 Roadster, coupe, good condition throughout, metallic grey, £705. 10410

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1936 Triumph 2-litre d.h. sports Vitesse model, modern appearance, smart and distinctive, good condition. £250, near offer.—The Folly Inn, Redstock, Bucks. 13715

1951 registered November 1950. Triumph Renown saloon, black, one owner, low mileage, immaculate. £1,250.—Kings Motors, 1. High St., Hounslow, Tel. 3532. 12959

1949 Triumph Roadster 18hp, 8,000 miles, immaculate condition throughout; trade enquiries welcomed.—St. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. 13681

1949 Triumph Roadster 2000, grey with red leather, loose covers, heater, 21,000 miles, excellent condition. £495.—Eve Motor Co., 83, Humberstone Rd., Leicester, Tel. 67414. 13716

1950 (November) Triumph Renown saloon, black, 10,000 miles, loose covers, heater, one owner, guaranteed. £1,325.—Reys Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. 14130

1950 Triumph Renown saloon, black with fawn leather, 6,000 miles, chauffeur maintained, condition equal to new. £1,375.—Strattons, Ltd., 40, Berkeley St., W.1. (Mayfair 3404). 13551

1949 (January) Triumph Roadster model 2000, grey, new hood, new engine, immaculate condition. £395.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. 14501

£299 reg.—A new 1951 series Triumph Dolomite 14-hp sports saloon, excellent runner, requires repair, etc., unrepentable bargain.—Bray Motors, 180-184, West End Lane, N.W.1. Haverstock Hill. 13902

1949 (August) Triumph 2000 Roadster, 14-hp, 10,000 miles, black leather, 18,000 miles, fitted radio, splendid condition throughout. £325.—Modern Service, Ltd., 118, St. Wulstan, Epsom, S.W.19. Wimbledon 5135. 13902

1938 Triumph Dolomite 14hp de luxe saloon, black leather upholstery, engine, gear, clutch, completely overhauled, whole car in good original condition. £500.—E.M. Motors, Ltd., 101, Brighton Rd., Hove, Sussex. Tel. 4641. 13549

1949 (November) Triumph 2000 razor-edged saloon, black, chrome, fawn leather, beautifully kept, one owner, thoroughly recommended. Written guarantee. Terms, exchanges.—H. Edwards, 23, Upper High St., Epsom. Epsom 4455. 14155

850 coupe, black, grey leather, Windrose horns, excellent condition; choice of Triumph models, terms, exchanges, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 14304

1950 (April) Triumph Renown saloon, gunmetal grey, grey leather, loose covers, speedometer reading 6,000 miles, one owner, outstandingly recommended. Written guarantee. £1,425. Terms, exchanges.—H. Edwards, 200, Gt. Portland St., W.1. Langham 0012. 14144

1948 (June) Triumph Roadster 1900, most attractively and beautifully refinished in cream with maroon mohair roof, all chrome, equal to new, fitted heater and twin chrome Windrose horns, also fitted extra set of cables to cover the original, which are still like new; the performance of this car is second to none, and is specially tuned for the original, de-luxe, a genuine bargain. Photo available. £775; delivered free; terms and exchanges.—M. Alderton, 6, Pen. 3457. 13536

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UTILITY CARS

1940 Hillman Minx utility, just fitted new body. £450. 14501

DICKIE CAR SALES, Ltd., 585-601, High Rd., Kilburn, N.W.1. 14501

JACK STONE & SON offer:—
1949 (July) Austin A40 5-seater utility. £755; 1949 (first registered) £410 tax; 1946 model Humber 20hp 7-seater maplewood utility; 1939 Ford 22hp 7-seater utility. £295; 1938 Ford 10hp 5-seater metal body utility. £295; 1938 Ford 10hp 5-seater utility. £295; easiest of terms, exchanges; free delivery anywhere; send for up-to-date list and special 7-day plan.—220, Upper Richmond Rd., Putney, Tel. Putney 1054/5. 13435

C. LANFIELD LAWRENCE offer:—
1951 Lea-Francis utility, see under Lea-Francis.—407, High Rd., N.12. Finchley 0061. 14228

ROWLAND SMITH'S for Utility cars.
1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Austin 8 (Jan., 1946), 5-seater utility, removable rear seat, excellent condition, glass all round, terms, exchanges.—Howland Smith, below. 14501

1949 ens.—Ford 8 (June, 1947), 4-door 5-seater utility, excellent condition, drop tailboard, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Howland Smith, below. 14501

UTILITY CARS

1949 late Vanguard estate car (converted), real leather Dunlop seats, chrome, rimeless, cellulose blue, low mileage, whole vehicle in new condition, any trial, terms, exchanges; £765.—12, Church St., Luton 4212/3. 14004

1947 (October) Alvis utility, a high quality, well equipped vehicle with a thorough chassis; £250, exchange, min. purchase—B. & S. Motors, 1464-8, High Rd., Whistlers (Finchley), London, N.22. Tel. Helinde 6671-2. 12994

1950 Vanguard utility, safety glass all round, fitted 2 rear seats, carpeted throughout, B.M.V. radio, heater, immaculate comet blue cellulose and chrome, new tyres, mechanically first class; has been exceptionally well cared for, and looks virtually brand new. £375.—Macclesfield 3562. 14016

1949 (November) Vanguard estate car, green, heater, leather seats, Windhorn, 32,000 miles, carefully kept by one owner, only reason for sale is new car required; nearest offer to £1,500 secure.—Lt.-Col. Pomeroy, Highfield House, Husbands Bosworth, Rugby, Tel. Husbands Bosworth 338. 14051

UTILITY bargains! 1951 (reg.) 10 tax, Humber 10 utility, £450; 1947 Bradford utility, 50 m.p.h., £295; 1937 Ford 8 utility, fully recommended, £295; 1937 Ford 8 utility, excellent condition, £150.—A.S. Motors, Palmerston Rd., N.W.6. Mai. 4723. 12941

UTILITY bargains! 1951 (reg.) 10 tax, Humber 10 utility, £450; 1947 Bradford utility, 50 m.p.h., £295; 1937 Ford 8 utility, fully recommended, £295; 1937 Ford 8 utility, excellent condition, £150.—A.S. Motors, Palmerston Rd., N.W.6. Mai. 4723. 12941

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14
1946 Vauxhall 14 J-type saloon (choice 2), absolute bargain. £550; also 1958 touring saloon de luxe just overhauled, etc. £550—A.Z. Motors, Palmerston Rd. N.W.8. Mat. 4723-53 15765

VAUXHALL VAUXHALL & VELOX
CAR MART, Ltd.

1950 (Nov.) Vauxhall Wyvern saloon, 8,000 miles, 41.115—Car Mart, Ltd., 530, Euston Rd. N.W.1. Euston 1212. 14132

PRIDE & CLARKE, Ltd.

£879—1949 Vauxhall Velox saloon, black, brown leather, built-in radio, as new.

£925—1950 Vauxhall Wyvern saloon, black, brown leather, 12,000 miles, one owner.

3 MONTHS' guarantee, terms, exchanges, 11%.

3 Stockwell Rd., S.W.9. Euston 251. 14310

L. AYTONS OF OXFORD offer—

£1075—1950 Vauxhall Velox, in first-class condition, fitted with heater, radio and spot lamps, etc. Finished in black with light grey leather; terms over 18 months if required.

L. AYTONS OF OXFORD (MOTORS), Ltd., New Rd. L. Oxford, Tel. 24. 13735

H. A. SAUNDERS, Ltd. offer—

1950 Vauxhall Wyvern saloon, green with brown upholstery, 9,000 miles; £1,075.

836—842, High Rd., N.12. Hillside 0354. 13945

WYVERN 1949, 14,500 miles, black, heater, as new. 1950—Walker, Sandbanks, Seaview Rd., Broadstairs. 13798

CENTRAL GARAGE (CROYDON), Ltd. offer: 1948 Vauxhall Wyvern, 11,000 miles, perfect: 19432

1950 (Sept.) Vauxhall Velox saloon, 2,000 miles. Green & Sons, Ltd., 256-258, Deanway, Manchester, 5. Tel. Densmore 355-6. 1367

1949 Vauxhall Velox saloon, grey/brown leather, nominal mileage, fitted radio and heater. 855, O.L.F. Dove, Ltd., Guildford Rd., Woking, 1322. 15190

1950 Vauxhall Velox, 1,800 miles only, green, chrome interior, heater—Lambis, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 5666 (30 lines).

1950 Vauxhall Velox (first registered Oct. 1949), 15,000 miles, black, heater, etc., one owner only, 13,000 miles, spotless, and a bargain at 4275.—Underwood, Christchurch Rd.,ournemouth. 3999

1949 Vauxhall Wyvern saloon, radio, heater, 11,000 miles, very small mileage, superb condition, one careful owner, and could be described as new. £695; terms, exchanges—12, Church St., Luton 4212/5. 14085

VAUXHALL 15
1938 Vauxhall 25hp touring saloon (reg. Oct. 1937), black with brown hide upholstery, very good condition. 1935—Pantles Service Garage, London Rd., Guildford 5255. 14538

VAUXHALL 11
1935 Vauxhall 7hp 7-seater, face-forward, two owners, in perfect condition throughout. £350; terms and exchanges—H. Rose, The Lynch Garage, Uxbridge, Uxbridge 122. 13586

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S. SHAW & KILBURN, Ltd., for Vauxhalls.

1 It is important that the car you purchase is in excellent condition throughout.

4-6 Selection of such modern Vauxhalls at

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HAMILTON MOTORS (LONDON), Ltd., 465-469, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1939 (March) Vauxhall 14 black, red leather upholstery, tyres good all round, 6475.

1947 Vauxhall 10hp, black, brown upholstery, mechanically sound, exceptional body condition, tyres good, 6725.

1939 (August) Vauxhall 10, black, blue leather upholstery, handlings just renewed, completely reconditioned, tyres good all round, 6475.

1 ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhalls cars, including latest models. 19505

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. 10039

1 GRAHAM BROTHERS (MOTORS), Ltd., main dealers, P.O. Box 1, Manchester, 2 (Ria. 9817).

1 ALWAYS have a fine selection of post-war Vauxhall models carrying full warranty, your inspection invited. 10013

VAUXHALL Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Vauxhall cars—150, Park Lane, W.1. Grosvenor 3454. 10975

S. SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6 Berkeley Sq., W.1. Grosvenor 4528. 10010

ROWLAND SMITH'S.

1 ROWLAND SMITH'S, the Vauxhall buyers—Mampstead High St. (Hamptstead Tube), Ham. 6041, 10994

1 GEORGE NEWMAN & Co. have cash waiting for good Vauxhalls.

VAUXHALL Cars Wanted

PRIVATE buyers will pay good price for 25hp Vauxhall saloon in first-class condition.—Box 7620. 15666

1 New, post-war Vauxhall car required.—Porter, 9, Arse Court, Kingston Hill, Surrey. Tulse Hill 276. 10732

1 Almost new Vauxhall required; cash payment.—Morley, 54, Stresham Hill, S.W.2. Tulse Hill 4458. 10694

1 HILLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross. 2760.

1 CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Huttons, Lord St. Southampton. Tel. 2268. 10905

1 SEATERS privately owned modern Limousines required, cash waiting. Aps & Saunders, Providence Court, North Audley Street, Mayfair 5341. 11082

1 MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call—Golly's Garage, 111a, Kent's Coope Rd., S.W.5. Fro. 0085. 10979

1 A. E. PALMER MOTORS, Ltd. will pay excellent prices for 10-12 and 14hp Vauxhalls, 1937-1949; cash same day.—Write, call or phone, Lefson 4215/3. 14098

1 URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ld.), Ltd., Vauxhall main dealers, 465-469, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. 10699

1 BROADWAY MOTOR Co. want the best Vauxhalls; B Owners of low-mileage post-war models and of really pre-war models, please call or write, 249a, Russell Rd., Wimbledon, S.W.18. Liberty 249a. 10632

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1 THIRIANON—Established over 30 years, the firm with a reputation for reliability and quality, offers a ship, offer the undermentioned services on Vauxhall cars and vans.

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1 THIRIANON—Gear boxes, reconditioned units on ex-BVVC, JCV models, stock deliveries.

1 THIRIANON—Suspension, complete overhaul or outright sale, immediate deliveries, our reconditioned units complete with kingpins and include shock absorbers, 5 months' guarantee, available for 10, 12 and 14hp, DX and J types.

1 14 and 25hp cars available; if in difficulty your Vauxhall is needed.

1 THIRIANON—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just recast factory.

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1 BEDFORD House, 580-582, London Rd., Croydon. 13005

1 BROADWAY MOTOR Co.

1 WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

1 BROADWAY MOTOR Co., 2-15, Russell Rd., Wimbledon, S.W.18. Liberty 249a-5. 10635

1 GRAMM MOTOR Co., for Vauxhall cars, spares and service.—Edgware By-pass, Edgware 131. 10340

1 SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Vauxhall services; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 450.

1 K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available and immediate delivery.—137-139, Widmore Rd., Bromley, Kent. Rav. 5450-7-8-9. 10584

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1 VOLKSWAGEN, registered 1949, in nice condition, 4250-430, Courtyard Ave., Ilford, Essex. Tel. Valentine 4672. 15678

1 VOLKSWAGEN, first registered 1949, grey, red cloth upholstery, excellent condition; £450.—Western Road or Sloane 2616 evenings. 14468

1 THREE Volkswagen, 2 left-hand drive, 1 right-hand drive; prices £385, £415, £450; all in very good condition.—Brookside Motors, 108, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. 13450

1 COLBORNE GARAGE, Ltd. (The Volkswagen People). We are the sole distributors for Volkswagen spare parts in Great Britain and can supply all engine, chassis and body spares, etc. Our workshops are fully equipped for all types of repairs in connection with Volkswagen.

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1 COLBORNE GARAGE, Ltd. (The Volkswagen People). Ripley, Surrey. Tel. 2361. 10378

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1 VOLKSWAGEN wanted in good condition—32, Brookside, Weymouth, Dorset. Tel. Valentine 2000. 15691

1 VOLKSWAGEN required—C. Woods, Brookside, Acacia Rd., Staines, Middlesex. Staines 2346. 17008

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1 CLARKE & HEMMINGS want to purchase the best examples—73-79, Cadogan Lane, S.W.1. Sloane 12200. 12930

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1 MOONS MOTORS, Ltd., at their Foresters Rd. (Victoria 1551), Daresbury St. (Mayfair 2551) and Dorset Garage (Wellesby 7950) branches have factory trained mechanics and offer you full service and repair facilities. 12759

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1 JACK OLDFIELD & Co., Ltd., Willys-Overland distributors for the United Kingdom—Service department, 28, Providence Court, W.1. Mayfair 5242. 10189

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1 EUSTACE WATKINS, Ltd., the London Wolseley Distributors and official service station, offer the finest facilities when selling used cars.

1949 Wolseley 4.50 saloon, black, 15,000 miles, in excellent condition.

1946 Wolseley 18hp saloon, black, brown upholstery, carefully used, one owner.

1 LOW mileage Wolseleys are scarce, should you need a car, not be in stock on our used cars register for early notification.

1 EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 13, Cheim Manor St., S.W.3 (Fleetman 6181). 19927

1 CREN offer—

1947 Wolseley 10 black, brown leather, immaculate condition.

1939 Wolseley 14hp saloon, black with brown upholstery, moderate mileage, extremely good order and sound throughout; first 2500 series.

1 CREN AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1808. 12953

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1 RAYMOND WAY of Kilburn.

1 RAYMOND WAY, The Hire-Purchase specialists.

1937 Wolseley 14hp saloon, colour blue, good tyres, bodywork in excellent condition, in very good mechanical condition; 2700s.

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1950 Wolseley 6-80, 10,000 miles.—Radlett, Herts. Tel. Radlett 5681. 13723

W. RAY PARK GARAGES.

1937 25hp Wolseley 4-door sports saloon, in good condition generally; reasonable offer around £450 considered. Reigate 2263. 14153

PALMERS MOTORS, Ltd.

1 WOLSELEY 14 saloon de luxe 1940, immaculate condition, with wireless, £545; exchanges and terms.—23, York St., Twickenham. Epsom 1950. 13294

B. J. HUNTER, Ltd. offer—

1947 Wolseley 18 saloon, late property loan authority, well maintained; 2720.—Below.

1948 Wolseley 10hp saloon, 4-door de luxe model; 1948.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Oldland 0035. 16164

GUY ALFRED & Co. offer—

1939 Wolseley 10 saloon, black/brown, recently reconditioned, excellent bodywork, 1939.

1 PHILIP RICKARDS, Ltd., offer—

1950 Wolseley 6.80 saloon, black/brown, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. 14113

W. ARWICK WRIGHT, Ltd. offer—

1950 Wolseley 6.80 saloon, black, brown leather, 9,000 miles; £1,475.

1950 Wolseley 4.50 saloon, black, brown leather, heater, 10,000 miles; £1,225.

1 W. ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. 14009

1939 Wolseley 14 saloon, excellent condition; 4405.

1 MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.8. Col. 8062.

1937 Wolseley 14hp d.h. coupe, radio; £265.—Gra. 0630, 80, St. Marks Rd., E.7. 17729

1 (June) Wolseley 6.80, 5,200 miles.—Ernest Sutton, Tel. Regent 4 (trade only), 4094

1939 Wolseley 18 saloon, green, bodywork perfect, leather upholstery, excellent mechanically; 6225.

1 FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gra. 2234. 14534

1 BEARDS, of Kingston, Wolseley distributors.—Sales, spares and repairs—102, London Rd., W.10. Tel. 2549. 10083

1937 Wolseley 11 de luxe saloon, excellent; £290; 1939 Wolseley 14 saloon, 1939.

1 E.W.T. Pro. 1215.

1950 Wolseley 6.80, moonstone grey, immaculate condition.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961). 13508

1 Tel. 1937 Wolseley 14 saloon de luxe; 3325.—Crown Garage, Albany St. (adj. Barracks), W.10. Euston 6507 and 1520. 12980

1947 Wolseley 12hp saloon, black and brown, excellent condition, any examination or test. 2725.—Hastings, Ladbroke 1155. 13594

1950 (August) Wolseley Six-Right saloon, grey, 25,000 miles; £1,050.—The Barnetley Motor Company, Barnet 2404. 15691

1938 Wolseley 14hp saloon, black/brown leather, nice order; 4425.—Wards of Putney, 29 West Hill, S.W.15. Fandrye 1533. 13474

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1946 Morris 2-ton van, primer, fine order.
1947 (registered) Austin 4-ton Luton, in fine order throughout.-Est. Warren St., W.1.
 Euston 3268. (2973)

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1950 (March) Fordson Scvt van, dark green and black, plain sides, bodywork unscratched, 11,000 miles since new, one owner. £465.-The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (4341)

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1948 Bedford 10-12cwt van, one owner, excellent; £445.
1949 Ford 10cwt van, in spotless condition; £455.
 56, Churchchurch Rd., Colliers Wood, S.W.19.
 Liberty 1604. (4275)

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1947 Commer Q25 25cwt van, recently fitted reconditioned engine, very good condition throughout; £375.
1946 Bedford 10-12cwt van, recently fitted reconditioned engine, good tyre; £375.

MORGAN'S GARAGE (HOUNSLOW), Ltd., 730, London Road, Hounslow, Mids.

NEW Bradford 10cwt builders' D/F truck ldt, immediate delivery, East Putney, Tel. 4561. (4567)

1951 Austin A70 pick-up, complete with tilt, 12,000 miles, B.M.T.A. permission, £710.-Belong.

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1948 Ford Scvt van, one owner, guaranteed; £350, payments.-Oldfield, 685, Kensington High St., W.14. Western 6631. (4029)

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FORD V8 ex-W.D. Street steel truck 10,000 miles, unregistered, as new mechanically.-King's Motors, 1, High St., Romford, Tel. 3532. (1867)

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1950 (October) Ford Scvt van, in black cellulose, 6,000 miles, £375.-R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (2234)

TWO pre-war vans in post-war condition, 1939 Austin 12 12cwt van, £250; 1936 Austin 12 10cwt van, £165.-Rovers Automobiles, Ltd., 17, Parkway, N.W.1. Euston 2701. (2504)

BRADFORD vans and utilities, a small number of selected vehicles available from stock.-R. A. Saunders, Ltd., 144, Gouders Green Rd., N.W.11. Speedwell 0011. (4076)

I 40 4x4 Ford chassis, fitted twin boom, power L. operated, Holmes recovery gear, reconditioned; £1,050.-Belis Surviving Caravans, 184, Riverside 667-8. (1162)

1948 Fordson Scvt van with windows and extra seats, exceptionally good condition throughout.-Bennett's Service, 26, Queensway, W.2. Baywater 0136. (4604)

1950 Austin A40 van/utility, works mileage only, special wooden coachwork of elegant design, special vehicle, £1,050.-Belis Surviving Caravans, 184, London Rd., Kingston-on-Thames. Kingston 1185. (4508)

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SERVICE: Blackfriars 4943.

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MANCHESTER, 8, Tel. Blackfriars 2903. 10051

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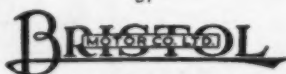


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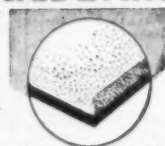
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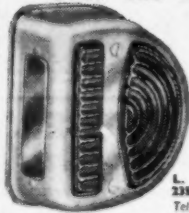
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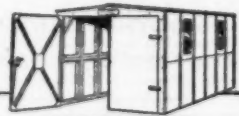
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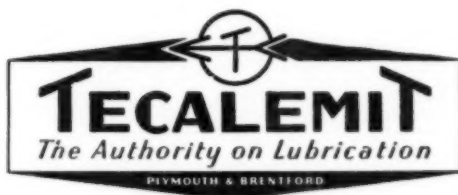
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